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P

SESSIONAL PAPERS

VOLUME 7

SECOND SESSION OF THE THIRTEENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1919

154246
3/2/20

VOLUME LIV.

ALPHABETICAL INDEX

TO THE

SESSIONAL PAPERS

OF THE

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LIST OF SESSIONAL PAPERS

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CONTENTS OF VOLUME 1.

(This volume is bound in three parts.)

1. Report of the Auditor General for the year ending 31st March, 1918, Volume III, parts V. to Z. Presented by Sir Thomas White, March 10, 1919.
Printed for distribution and sessional papers.

Report of the Auditor General for the year ended 31st March, 1918, Volume II, Parts L to U. Presented by Sir Thomas White, March 26, 1919.
Printed for distribution and sessional papers.

Report of the Auditor General for the year ended 31st March, 1918, Volume I, Parts a, b and A. to K. Presented by Sir Thomas White, March 28, 1919.
Printed for distribution and sessional papers.

Report of the Auditor General for the year ended 31st March, 1918, Volume IV, Part ZZ. Presented by Sir Thomas White, April 22, 1919.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

(This volume is bound in two parts.)

2. The Public Accounts of Canada, for the fiscal year ended 31st March, 1918. Presented by Sir Thomas White, March 3, 1919... .. ..*Printed for distribution and sessional papers.*

3. Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1920, and, in accordance with the provisions of "The British North America Act, 1867." Presented by Sir Thomas White, March 18, 1919.
Printed for distribution and sessional papers.

4. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1919, and, in accordance with the provisions of "The British North America Act, 1867." Presented by Sir Thomas White, May 7, 1919.
Printed for distribution and sessional papers.

4*a*. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1920. Presented by Sir Thomas White, March 31, 1919.
Printed for distribution and sessional papers.

5*a*. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1920. Presented by Sir Thomas White, July 3, 1919.
Printed for distribution and sessional papers.

5*b*. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1920. Pesented by Sir Thomas White, July 5, 1919.
Printed for distribution and sessional papers.

5*c*. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1912.
Printed for distribution and sessional papers

8. Report of the Superintendent of Insurance for the year 1918—Vols. I and II.
Printed for distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada for the year ended 31st December, 1918. (Subject to corrections.) Presented by Hon. Mr. Maclean, June 23, 1919.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 3.

10. Annual Report of the Department of Trade and Commerce, for the fiscal year ending 31st March, 1919. Presented by Hon. Mr. Burrell, July 4, 1919.
Printed for distribution and sessional papers.

10a. Report relating to Mail Subsidies and Steamship Subventions as controlled by the Department of Trade and Commerce, for the fiscal year ending 31st March, 1918, with traffic returns, etc., to 31st December, 1918. Presented by Hon. Mr. Maclean, May 8, 1919.
Printed for distribution and sessional papers.

10b. Annual Report of the Trade of Canada (imports for consumption and exports), for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Maclean, May 28, 1919.
Printed for distribution and sessional papers.

10c. Grain Commissioners of Canada, year ending March 31, 1918.
Printed for distribution and sessional papers.

10d. Criminal Statistics for year ended September, 1918.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 4.

11. Trade Report of the Department of Customs containing the tables and statements of Imports and Exports of the Dominion of Canada for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Reid, March 18, 1919.
Printed for distribution and sessional papers.

11a. Shipping Report of the Department of Customs, containing the statements of Navigation and Shipping of the Dominion of Canada, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Reid, March 25, 1919.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 5.

12. Reports, Returns and Statistics of the Inland Revenue of the Dominion of Canada, for the year ending 31st March, 1918.—Part I.—Excise. Presented by Hon. Mr. Reid, March 18, 1919... .. .. *Printed for distribution and sessional papers.*

13. Inland Revenue, Annual Report, Part II—Weights and Measures, Gas and Electricity.
Printed for distribution and sessional papers.

14. Inland Revenue, Annual Report, Part III—Adulteration of Food.
Printed for distribution and sessional papers.

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ending 31st March, 1918. Presented by Hon. Mr. Crerar, February 28, 1919.
Printed for distribution and sessional papers.

15a. The Agricultural Instruction Act, 1917-18, pursuant to section 8, chapter 5 of 3-4 George V. Presented by Hon. Mr. Crerar, February 28, 1919.
Printed for distribution and sessional papers.

15b Report of the Veterinary Director General for the year ending March 31, 1918. Presented by Hon. Mr. Carvell, July 5, 1919... .. .. ..*Printed for distribution and sessional papers.*

16. Report of the Dominion Experimental Farms for the fiscal year ending 31st March, 1918 —Appendix to the Report of the Minister of Agriculture. Presented by Hon. Mr. Crerar, February 25, 1919.. .. ..*Printed for distribution and sessional papers*

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17. Report of the Census of Industry, 1917. Part I, Agricultural Statistics. Presented by Hon. Mr. Carvell, March 18, 1919.. .. .. ..*Printed for distribution and sessional papers.*

17a Report of the Census of Industry, 1917—Part II. Dairying.
Printed for distribution and sessional papers.

17b Report of the Census of Industry, 1917—Part III. Fisheries Statistics.
Printed for distribution and sessional papers.

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17*c*. Report of the Census of Industry, 1917—Part IV, Section 4, Pulp and Paper. Presented by Hon. Mr. Maclean, April 24, 1919.. ..*Printed for distribution and sessional papers.*

17*c*. (1) Report of the Census of Industry, 1917, Part IV—Forestry—Lumber, Laths and Shingles. *Printed for distribution and sessional papers.*

17*c*. (3) Report of the Census of Industry, 1917—Part IV—Forestry—Sash and Doors, Planing Mills, etc. *Printed for distribution and sessional papers.*

17*c*. (4) Report of the Census of Industry, 1917, Part IV—Forestry—Pulp and Paper. *Printed for distribution and sessional papers.*

17*c*. (5) Report of the Census of Industry, 1917, Part IV—Forestry—Wood Distillation. *Printed for distribution and sessional papers.*

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18. Annual Report of the Department of Immigration and Colonization, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Calder, February 28, 1919. *Printed for distribution and sessional papers.*

19. Report of the Minister of Public Works on the works under his control, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Carvell, February 26, 1919. *Printed for distribution and sessional papers.*

20. Annual Report of the Department of Railways and Canals, for the fiscal year from 1st April, 1917, to 31st March, 1918. Presented by Hon. Mr. Reid, March 26, 1919. *Printed for distribution and sessional papers.*

20*a*. Canal Statistics for the season of navigation, 1918. Presented by Hon. Mr. Reid, May 30, 1919.. .. ..*Printed for distribution and sessional papers.*

20*b*. Railway Statistics of the Dominion of Canada, for the year ending 30th June, 1918. Presented by Hon. Mr. Reid, May 30, 1919. ..*Printed for distribution and sessional papers.*

20*c*. Thirteenth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1918. Presented by Hon. Mr. Reid, February 27, 1919. *Printed for distribution and sessional papers.*

20*d*. Telephone Statistics of the Dominion of Canada, for the year ending 30th June, 1918. Presented by Hon. Mr. Reid, April 24, 1919. *Not printed.*

20*e*. Express Statistics of the Dominion of Canada, for the years ended June 30, 1917 and 1918. Presented by Hon. Mr. Reid, April 24, 1919.. *Not printed.*

20*f*. Telegraph Statistics of the Dominion of Canada, for the years ending June 30, 1917 and 1918. Presented by Hon. Mr. Reid, April 24, 1919. *Not printed.*

CONTENTS OF VOLUME 8.

21. Fifty-first Annual Report of the Department of Marine and Fisheries, for the year 1917-18—Marine. Presented by Hon. Mr. Maclean, Febuary 26, 1919. *Printed for distribution and sessional papers.*

22. List of Shipping issued by the Department of Marine and Fisheries, as on the 31st December, 1918. Presented by Hon. Mr. Ballantyne, June 16, 1919. *Printed for distribution and sessional papers.*

23. Supplement to the Fifty-first Annual Report of the Department of Marine and Fisheries, for the fiscal year 1917-18 (Marine)—Steamboat Inspection Report. Presented by Hon. Mr. Ballantyne, May 13, 1919.. .. ..*Printed for distribution and sessional papers.*

24. Report of the Postmaster General, for the year ending 31st March, 1918. Presented by Hon. Mr. Rowell, February 26, 1919.. ..*Printed for distribution and sessional papers.*

25. Annual Report of the Department of the Interior, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Meighen, March 4, 1919. *Printed for distribution and sessional papers.*

26. Summary Report of the Geological Survey, Department of Mines, for the calendar year 1918. Presented by Hon. Mr. Maclean, March 28, 1919. *Printed for distribution and sessional papers.*

26*a*. Summary Report of the Mines Branch of the Department of Mines, for the calendar year, 1918.. .. .. *Printed for distribution and sessional papers.*

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27. Report of the Department of Indian Affairs, for the year ending 31st March, 1918. Presented by Hon. Mr. Meighen, March 6, 1919.
Printed for distribution and sessional papers.

28. Report of the Royal Northwest Mounted Police, for the year ending 30th September, 1918. Presented by Hon. Mr. Rowell, June 16, 1919.
Printed for distribution and sessional papers.

29. Report of the Secretary of State of Canada, for the year ending 31st March, 1918. Presented by Hon. Mr. Burrell, March 3, 1919.
Printed for distribution and sessional papers.

29*a*. Canadian Archives, for year ended December 31, 1918.
Printed for distribution and sessional papers.

30. The Civil Service List of Canada, 1918. Presented by Hon. Mr. Burrell, March 12, 1919.
Printed for distribution and sessional papers.

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31. Tenth Annual Report of the Civil Service Commission of Canada, for the year ending 31st August, 1918. Presented by Hon. Mr. Burrell, April 7, 1919.
Printed for distribution and sessional papers.

32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Maclean, April 10, 1919.
Printed for distribution and sessional papers.

33. Report of the Secretary of State for External Affairs, for the year ending 31st March, 1918. Presented by Hon. Mr. Rowell, April 9, 1919.
Printed for distribution and sessional papers.

34. Report of the Minister of Justice as to Penitentiaries, for fiscal year ending March 31, 1918.
Printed for distribution and sessional papers.

35. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Mewburn, February 26, 1919.
Printed for distribution and sessional papers.

36. Report of the Department of Labour, for the fiscal year ending 31st March, 1918. Presented by Sir Thomas White, May 26, 1919.
Printed for distribution and sessional papers.

37. Annual Report of the Editorial Committee on Governmental Publications, dated 1st March, 1919. Presented by Hon. Mr. Maclean, April 16, 1919.
Printed for distribution and sessional papers.

38. Report of the Department of the Naval Service, for the fiscal year ending 31st March, 1918. Presented by Hon. Mr. Maclean, February 28, 1919.
Printed for distribution and sessional papers.

39. Fifty-first Annual Report of the Fisheries Branch of the Department of the Naval Service, 1918. Presented by Hon. Mr. Maclean, February 28, 1919.
Printed for distribution and sessional papers.

40. Report of the Joint Librarians of Parliament. Presented by Hon. Mr. Speaker, February 20, 1919. . . . . *Not printed.*

41. Communication received by the Clerk of the House conveying to the House of Commons of Canada a resolution adopted by the Constitutional Congress of the Republic of Costa Rica setting forth the joy of the people of Costa Rica upon the termination of the war and the triumph of the allied arms. Presented by Hon. Mr. Speaker, 1919.
Not printed.

42. Copy of Order in Council, P.C. 1891, dated 14th August, 1918, re Regulations relative to the certificates of Masters and Mates.—(*The Senate*) . . . . . *Not printed.*

43. Statement of the leases of wharves, piers or breakwaters, under the control of the Minister of Marine and Fisheries, and on the conditions of these leases as issued under Chapter 17 of the Statutes of 1909, by the said minister.—(*The Senate*) . . . . . *Not printed.*

44. Statement of harbour dues collected during the fiscal year 1917-18, in accordance with the provisions of Section 859 of Chapter 113, of the Revised Statutes of Canada, 1906.—(*The Senate*) . . . . . *Not printed.*

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45. Statement of fees received on account of Sick Mariners' Fund during the fiscal year 1917-18, in accordance with the provisions of Section 387 of Chapter 113, of the Revised Statutes of Canada, 1906.—(*The Senate.*).. .. ..*Not printed.*

46. Copies of General Orders promulgated to the Militia for the period between 1st January, 1918, and 2nd February, 1919. Presented by Hon. Mr. Mewburn, February 26, 1919. *Not printed.*

47. Copies of all Routine Orders of the Canadian Expeditionary Force promulgated from 2nd January, 1918, to 22nd February, 1919. Presented by Hon. Mr. Mewburn, February 26, 1919.. .. ..*Not printed.*

48. Copy of a despatch from the Right Hon. the Secretary of State for the Colonies to His Excellency the Governor General, transmitting copies of a parliamentary paper containing extracts from the minutes of the proceedings of the Imperial War Conference, 1918, and papers laid before the conference. Presented by Hon. Mr. Rowell, February 26, 1919.. .. ..*Not printed.*

49. Statement showing appropriation account of the Royal Northwest Mounted Police, 1917-18, in accordance with Chapter 91, Section 27, of the Revised Statutes. Presented by Hon. Mr. Rowell, February 26, 1919.. .. ..*Not printed.*

49*a*. Copy of Orders in Council, as follows:—

P.C. 1287, dated 25th May, 1918,—Leave of absence for members of the force overseas.

P.C. 2213, dated 7th October, 1918,—Prohibiting members of the Royal Northwest Mounted Police from becoming associated with any trades union organization.

P.C. 3076, dated 12th December, 1918,—Increasing the force of the Northwest Mounted Police to its authorized strength of 1,200, etc.

P.C. 3175, dated 24th December, 1918,—Increased pay to non-commissioned officers and men of the Royal Northwest Mounted Police.

P.C. 159, dated 27th January, 1919,—Transfer of the control of the registration of alien enemies for the provinces of Manitoba, British Columbia, Saskatchewan, Alberta, and that part of Ontario in Military District No. 10. Presented by Hon. Mr. Rowell, February 28, 1919.. .. ..*Not printed.*

50. Copies of Orders in Council, as follows:—

P.C. 2206, dated 12th September, 1918,—Extension of scope of Department of Public Information.

P.C. 2208, dated 12th September, 1918,—Appointment of Dr. George H. Locke as Associate Director of Public Information. Presented by Hon. Mr. Rowell, February 26, 1919.. .. ..*Not printed.*

50*a*. Return to an Order of the House of the 24th March, 1919, for a return showing:—1. The duties of the Department of Public Information. 2. What publication it issues. 3. The annual cost of the department. 4. The names of the men employed, their former occupations and present salaries. 5. The number of newspaper men employed by the said department. Presented March 31, 1919.—*Mr. Pedlow*.. .. ..*Not printed.*

50*b*. Return to an Order of the House of the 19th March, 1919, for a return showing the names of all persons employed up to 1st March, 1919, in the Department of Public Information, the class of work each person is doing, the salary or wages paid, the living or other expenses paid, and the former occupation of each person, along with a statement showing what other work, if any, said person was employed in. Presented April 1, 1919.—*Mr. Proulx*.. .. ..*Not printed.*

51. Copies of Orders in Council passed since last session of parliament in respect to emergency legislation, as follows:—

P.C. 1187, dated 18th May, 1918.—Requests War Trade Board to communicate with responsible persons with a view to increasing the production of pig-iron in Canada on the basis of a government guarantee for the purchase of the product for a series of years and to report.

P.C. 1507, dated 15th June, 1918,—Prohibits exportation of leather except under license.

P.C. 1525, dated 22nd June, 1918,—Authorizes War Trade Board to negotiate with a responsible company from British Columbia to be formed, to establish a blast furnace and manufacture pig-iron.

P.C. 1798, dated 27th July, 1918,—Approves regulations amending the regulations of the 15th March, 1918, respecting the price of coal and importation, etc. thereof, as to method of calculating overhead charges to determine the cost price of coal, etc.

P.C. 2022, dated 16th August, 1918,—Authorizes Fuel Controller to make regulations subject to the approval of the Governor General in Council governing the price of gasolene and fuel oil and the production, distribution, sale, etc., thereof, and to make any necessary investigation.

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P.C. 2095, dated 3rd September, 1918,—Empowers War Trade Board to control and regulate the production and distribution of iron and steel and the products thereof, and to make orders to increase the production thereof and if necessary to place government orders or give assistance subject to the approval of the Governor in Council

P.C. 2136, dated 3rd September, 1918,—Authorizes bounties on linen yarns spun in Canada from Canadian flax in the three years beginning 1st April, 1919, and ending 31st March, 1922

P.C. 2153, dated 5th September, 1918,—Further amends the Order in Council of the 11th June, 1917, creating and giving powers to the Board of Grain Supervisors.

P.C. 2370, dated 2nd October, 1918,—Approved regulations as to gasolene respecting permits to dealers and retail prices and prohibiting retail sale on Sunday.

P.C. 2483, dated 9th October, 1918,—Approves regulations and agreement submitted by Board of Grain Supervisors respecting chartering and marine insurance on grains until the close of navigation. Presented by Hon. Mr. Maclean, February 26, 1919.. .. .. .

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P.C. 2707, dated 6th November, 1918,—Rates of pay, R.C.N.S.
P.C. 2893, dated 23rd November, 1918,—Provisional allowance. Presented by Hon. Mr. Maclean, February 28, 1919.. .. .. .

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57. P.C. 2854, dated 20th November, 1918,—Persons composing Board of Directors of the Canadian Northern Railway Company to be from time to time also Board of Management of the Canadian Government Railways.

P.C. 2454, dated 4th October, 1918.—Purchase of balance of capital stock of the Canadian Northern Railway Company.

P.C. 2331, dated 23rd September, 1918,—Acquirement of the Toronto Suburban Railway Company and the Toronto Eastern Railway Company by the Directors of the Canadian Northern Railway Company.

P.C. 3182, dated 27th December, 1918,—Transfer of two wharves (ocean piers Nos. 2 and 3), at Ogden Point, Victoria, B.C., to the control of the Board of Directors of the Canadian Northern Railway.

P.C. 3122, dated 20th December, 1918,—Authorizing the use of the name "Canadian National Railways," in lieu of the names Canadian Northern Railway System and Canadian Government Railways.

P.C. 3120, dated 20th December, 1918,—Equipment requirements for the year 1919, covering the Canadian Northern Railway System and the Canadian Government Railways.

P.C. 3121, dated 20th December, 1918,—Authorizing the directors of the Canadian Northern Railway to incur expenditures for work urgently required on the Canadian Northern Railway or Government Railways System, not to exceed in all ten million dollars.

P.C. 2111, dated 30th August, 1918,—Acquiring branch lines in New Brunswick as feeders to the Government Railway System.

P.C. 182, dated 29th January, 1919,—Government wharf at Vancouver, B.C., removed from the control of the Vancouver Harbour Commissioners to that of the Department of Railways and Canals.

P.C. 1691, dated 5th July, 1918,—Loan to Canadian Northern Railway Company. Presented by Hon. Mr. Reid, February 28, 1919.. .. ..*Not printed*

58. P.C. 117, dated 20th January, 1919,—Engineering data on the construction of the Quebec Bridge to be printed for distribution. Presented by Hon. Mr. Reid, February 28, 1919.. .. ..

CONTENTS OF VOLUME 10—*Continued.*

73. P.C. 2823, dated 15th November, 1918,—Establishment of a sub-committee of Council, dealing with demobilization questions and industrial labour conditions. Presented by Sir Thomas White, February 28, 1919.. .. ..*Not printed.*

74. P.C. 2798, dated 15th November, 1918,—Establishing a Power Sub-Committee of the Cabinet. Presented by Sir Thomas White, February 28, 1919.. .. .. ..*Not printed.*

75. P.C. 2734, dated 7th November, 1918,—Establishing the Canadian Trade Mission in London. Presented by Sir Thomas White, February 28, 1919.. .. ..*Not printed.*

76. P.C. 2270, dated 16th September, 1919,—Establishment of "The Paper Control Tribunal."
P.C. 2310, dated 19th September, 1918,—Appointment of three judges to be members of "The Paper Control Tribunal."
P.C. 2581, dated 19th October, 1918,—Licenses for export of paper. Presented by Sir Thomas White, February 28, 1919.. .. ..*Not printed.*

76a. Copies of Orders in Council respecting the quantity and price of newsprint to be furnished by the manufacturers to the publishers in Canada, from the 7th February, 1917, to 11th November, 1918, inclusive. Presented by Sir Thomas White, July 3, 1919.. .. ..*Not printed*

77. P.C. 1222, dated 18th May, 1918,—Amalgamating and combining the Department of Customs and Inland Revenue. Presented by Sir Thomas White, February 28, 1919. *Not printed.*

78. And also,—Copy of Mr. Justice Hodgins' Report on the *Northland* inquiry. Presented by Sir Thomas White, February 28, 1919.. .. ..*Not printed.*

79. P.C. 968, dated 25th May, 1918,—Regulations *re* Documents to be carried.
P.C. 1325, dated 29th May, 1918,—Reward for apprehension of deserters.
P.C. 1305, dated 5th June, 1918,—Control of Dominion Police Force transferred to Department of Militia and Defence. Remuneration of members and establishment of Force.
P.C. 1459, dated 12th June, 1918,—Natives of India of unmixed Asiatic descent and their descendants exempt from military service.
P.C. 1490, dated 15th June, 1918,—Amendment to Section 1, Paragraph (a) of 30th April, 1918,—Documents to be carried.
P.C. 1567, dated 22nd June, 1918,—Amendments to Sections 4 and 5, P.C. 919, 20th April, 1918. Cancelling exemption to all members of Class 1 who at the date of the claim for exemption made by or on their behalf gave their ages as 20, 21 or 22.
P.C. 1697, dated 5th July, 1918,—Men whose exemptions were cancelled by virtue of P.C. 919 of 20th April, 1918, to be dealt with as provided by that Order in Council, notwithstanding judgment of Supreme Court of Alberta.
P.C. 1647, dated 12th July, 1918,—Regulation *re* issue of temporary exemption certificate.
P.C. 1795, dated 17th July, 1918,—Hearing by Supreme Court of case of George Edwin Gray.
P.C. 1850, dated 27th July, 1918,—Regulation *re* discharge of members of C.E.F. to R.F.C. and R.A.F.
P.C. 1851, dated 27th July, 1918,—Regulation *re* duties of man who becomes resident of Canada after class of which he is a member has been called out.
P.C. 1931, dated 1st August, 1918,—Draft Proclamation *re* amnesty to deserters and defaulters.
P.C. 1906, dated 5th August, 1918,—Penalty for employing, concealing or assisting deserter or absentee without leave. Section 106, Regulations amended.
P.C. 1907, dated 5th August, 1918,—American Convention enforced from July 30, 1918.
P.C. 1953, dated 10th August, 1918,—Regulations *re* 100,000 limit.
P.C. 2044, dated 20th August, 1918,—Regulations of American Convention.
P.C. 2017, dated 3rd September, 1918,—Provision for certain British subjects who are also subjects of Neutral State making declaration of alienage during war. Regulation 11 amended.
P.C. 2138, dated 5th September, 1918,—Regulation amending clause "C," Section 1 of P.C. 1013 of April 30, 1918, in so far as the Provinces of Manitoba, Saskatchewan and Alberta are concerned.
P.C. 2242, dated 13th September, 1918,—Penalty for giving false or misleading information on questionnaire and for failure to return questionnaire within the prescribed time. Section 93 Regulations amended.
P.C. 2243, dated 13th September, 1918,—Penalty for attempting to bribe any person connected with administration of Act.
P.C. 2252, dated 13th September, 1918,—Additional powers conferred on the Chief Commissioner of Dominion Police.

CONTENTS OF VOLUME 10—*Continued.*

P.C. 2122, dated 19th September, 1918,—Documents to be carried (P.C. 1013 of the 30th April, 1918, P.C. 1226, of the 20th May, 1918, and P.C. 1490 of the 15th June, 1918, amended).

P.C. 2320, dated 19th September, 1918,—Powers conferred on the Chief Commissioner of Dominion Police (P.C. 1852, 27th July, 1918, amended).

P.C. 2410, dated 28th September, 1918,—Regulation re extension of time for laying a complaint for an offence punishable on summary conviction under the authority of the War Measures Act, 1914.

P.C. 2432, dated 4th October, 1918,—Order to report for medical examination (Section 1, paragraph "m" Regulations amended).

P.C. 2453, dated 4th October, 1918,—Sections 81, 82, 106 Regulations amended.

P.C. 2517, dated 11th October, 1918,—Regulations re change of occupation during winter months.

P.C. 2492, dated 12th October, 1918,—Penalty for concealing or assisting deserter or absentee without leave (Regulation 106 amended).

P.C. 2553, dated 17th October, 1918,—The issue under the signature of the Central Appeal Judge or the Clerk to the Central Appeal Judge or the Judge of any Appeal Tribunal of certified copies or certificate as to records, proceedings or decisions in their respective offices and such copies or certificate shall be receivable in evidence.

P.C. 2585, dated 23rd October, 1918,—In case of man who fails to report for duty or for medical examination as ordered by Registrar, certificate of Registrar to be accepted as evidence. P.C. 3168, 9th November, 1917, amended.

P.C. 2586, dated 23rd October, 1918,—Regulation re person who fails to report to the Registrar as required by P.C. 919 of 20th April, 1918, or by the Proclamation of 6th May, 1918, shall be deemed to be a soldier absent without leave from midnight of the last day limited for reporting.

P.C. 2587, dated 23rd October, 1918,—Duty of employer to give certain information. Penalty for failure. P.C. 510, 2nd March, 1918, amended.

P.C. 2588, dated 23rd October, 1918,—Registrar empowered to determine any application for renewal of exemption.

P.C. 2622, dated 25th October, 1918,—Regulations re Mennonites and Doukhobors.

P.C. 2631, dated 26th October, 1918,—Franking privilege extended to the Clerk of the Central Appeal Judge.

P.C. 2632, dated 26th October, 1918,—Penalty for failure to attend to medical examination. Section 104 Regulations amended.

P.C. 2658, dated 30th October, 1918,—Regulations re discharge from C.E.F. to R.F.C. and R.A.F. P.C. 1850, 27th July, 1918, amended.

P.C. 2694, dated 2nd November, 1918,—Regulations re identification of persons excepted from Military Service, etc.

P.C. 2828, dated 15th November, 1918,—Rescinding Order in Council, P.C. 1433, dated 24th May, 1917, re exodus from Canada of persons likely to be affected by the Military Service Act.

P.C. 3051, dated 11th December, 1918,—Discharge of men belonging to Class 1 who could not be usefully employed in the C.E.F. by reason of low category.

P.C. 3090, dated 16th December, 1918,—Proceedings in relation to applications for exemption to be suspended during the armistice.

P.C. 3107, dated 17th December, 1918,—Regulations re transfer of prisoners from one prison to another when accommodation is not sufficient.

P.C. 3211, dated 2nd January, 1919,—Regulations re procedure against deserters and persons absent from Military Service without leave, amended.

P.C. 101, dated 16th January, 1919,—Regulations re failing to report for duty. Certificate of Registrar to be accepted as evidence.

P.C. 102, dated 16th January, 1919,—Regulations re reward for apprehension of deserters.

P.C. 293, dated 12th February, 1919,—Prosecutions under Section 16, Sub-section of the Military Service Act, 1917. Consent of Minister of Justice, etc.

P.C. 311, dated 12th February, 1919. Regulations re deserters and absentees without leave may be delivered into military custody. Trial of such persons. Presented by Hon. Mr. Meighen, February 28, 1919.. .. ..*Not printed.*

79a Copies of Orders in Council in respect to Militia and Defence and the Canadian Expeditionary Forces. Presented by Hon. Mr. Mewburn, March 4, 1919.. .. ..*Not printed.*

80. Copy of a General Order of the Supreme Court, adopted on the 8th October, 1918, amending certain Rules of the Supreme Court of Canada. Presented by Hon. Mr. Meighen, February 28, 1919 .. ..

CONTENTS OF VOLUME 10—*Continued.*

81*a*. *Also*,—Copy of the terms of the Armistice with Turkey and of the Armistice with Austria-Hungary, received by His Excellency the Governor General from the Secretary of State for the Colonies. Presented by Hon. Mr. Rowell, February 28, 1919. *Not printed.*

81*b*. Copy of a letter from the Secretary of State for the Colonies, to His Excellency the Governor General, of the 25th of February, 1919, transmitting copies of the Convention signed on the 16th January, 1919, prolonging the Armistice with Germany, together with copies of the Financial Protocol of the 13th of December, 1918. Presented by Hon. Mr. Rowell, March 18, 1919.. .. .. .

CONTENTS OF VOLUME 10—*Continued.*

93. Copy of a cable (in extended form) received by His Excellency the Governor General from the Secretary of State for the Colonies on February 14, 1919, giving a summary of the League of Nations Covenant presented to the Peace Conference by the League of Nations Commission. Presented by Hon. Mr. Rowell, March 3, 1919. *Not printed.*

93a. Copy of a letter received by His Excellency the Governor General from the Secretary of State for the Colonies, dated February 28, 1919, with accompanying printed copies of the draft League of Nations Covenant. Presented by Hon. Mr. Rowell, March 24, 1914.. .. ..*Printed for distribution and sessional papers.*

93b. Copy of the revised draft of the League of Nations Covenant, as approved by the Peace Conference in plenary session on April 28, 1919. Presented by Hon. Mr. Rowell, May 5, 1919.. .. ..*Printed for distribution and sessional papers.*

94. Order in Council, dated 5th November, 1918, with regard to remissions made under Section 88 of The Indian Act, Chapter 81, R.S.C. 1906. Presented by Hon. Mr. Meighen, March 4, 1919.. .. ..*Not printed.*

95. P.C. 2860, 20th November, 1918, providing for the issue of supplementary letters patent in favour of the present owners of certain lands, conveying the right to the clay which may be found therein.

P.C. 2827, 20th November, 1918, providing that the pre-emption entry of Omer Lethiecq be cancelled and sold to his wife, he having been sentenced to serve 12 years in the Prince Albert penitentiary.

P.C. 2842, 20th November, 1918, ordering that further residence by Ben Henry, holding homestead and pre-emption entries for certain Dominion Lands, be dispensed with owing to his ill-health and consequent inability to perform further residence duties.

P.C. 2841, 20th November, 1918, ordering that further residence on the part of Lucy Knott, an entrant under a South African Volunteer Scrip grant, be dispensed with as she is unable to perform further residence owing to ill-health.

P.C. 2941, 29th November, 1918, providing for the confirmation of an exchange of lands with the Hudson's Bay Company, and granting the land so exchanged to Sam Doubuch (Dowbuch) upon certain terms and conditions.

P.C. 42-2993, 3rd December, 1918, setting apart and appropriating certain land for cemetery purposes and authorizing a grant thereof for the said purposes.

P.C. 43-2993, 3rd December, 1918, setting apart and appropriating certain land for church purposes, and authorizing a grant thereof.

P.C. 3102, 17th December, 1918, transferring control of certain land to the Royal Northwest Mounted Police.

P.C. 3103, 17th December, 1918, providing for the issue of patent to Samuel Ingram in lieu of land surrendered by Mr. Ingram, which is unsuitable for agricultural development and has been reserved for inclusion in a forest reserve.

P.C. 3115, 21st December, 1918, ordering that title to certain Dominion Lands be vested in George F. Green in lieu of land surrendered by Mr. Green, which has been recommended for inclusion in a forest reserve.

P.C. 3192, 27th December, 1918, providing for the leasing of a tract of land to a company cutting clay which has been found to be suitable for use in connection with the manufacture of cement.

P.C. 31-27, 7th January, 1919, rescinding an Order in Council of the 15th February, 1911, and setting apart certain land in the Province of Alberta for exhibition grounds and experimental station purposes, and authorizing a grant thereof.

P.C. 38-27, 7th January, 1919, authorizing a grant of land to the Synod of the Diocese of Athabasca.

P.C. 3200, 14th January, 1919, making regulations for the drainage of Dominion Lands in the Provinces of Alberta and Saskatchewan.

P.C. 134, 20th January, 1919, providing for the issue of a permit to a company to remove earth for the purpose of filling in a trestle, and the payment of a royalty therefor.

P.C. 2159, 7th October, 1918, recommending that further residence duties be waived and authority given for the issue of patents for Dominion Lands in the case of John S. Reid, permanently disabled through illness.

P.C. 2160, 7th October, 1918, authorizing the issue of a license of occupation for the bed of the Peace River at a certain place, in favour of the Edmonton-Dunvegan and British Columbia Railway Company.

P.C. 2484, 9th October, 1918, authorizing the issue of a license of occupation for a portion of the bed of the Assiniboine River in favour of the Canadian Northern Railway Company.

P.C. 2557, 19th October, 1918, ordering that the land covered by a certain road be transferred to the Crown in the right of the Province of Manitoba.

P.C. 2583, 23rd October, 1918, authorizing a free grant of land to Thomas Gladu by virtue of occupancy thereof at the date of the extinguishment of the Indian title.

CONTENTS OF VOLUME 10—*Continued.*

P.C. 2623, 25th October, 1918, authorizing a free grant of land to Peter Loutit, the Elder, by virtue of occupation thereof at the date of the extinguishment of the Indian title.

P.C. 2642, 26th October, 1918, setting apart and expropriating certain Dominion Lands for church purposes, and authorizing a grant thereof to the Russo-Greek Orthodox Parish of Torpontz.

P.C. 2659, 30th October, 1918, ordering that cerain lands be set apart for Soldier Settlement under certain conditions.

P.C. 2678, 2nd November, 1918, providing that the residence requirements of the Dominion Lands Act be dispensed with in connection with the homestead entry of George Young, who is unable through illness to complete the requirements.

P.C. 2703, 7th November, 1918, making regulations in reference to the issue of homestead entry to citizens of the United States who are unable to become naturalized.

P.C. 2780, 13th November, 1918, ordering certain land to be withdrawn from a reserve for stock-watering purposes.

P.C. 1911, 5th August, 1918, providing for the exchange of certain lands and a grant of land to Thomas William Ripper, who had made a homestead entry on the Hudson's Bay Lands, the said Hudson's Bay Company having surrendered the land covered by Mr. Ripper's entry, and the granting to the Hudson's Bay Company of certain other land in lieu thereof.

P.C. 1912, 5th August, 1918, confirming an exchange of lands with Mr. Arthur Hitchcock, and authorizing the issue of letters patent in favour of Mr. Hitchcock for certain Dominion Lands exchanged with him.

P.C. 1922, 5th August, 1918, authorizing the Department of the Interior to enter into grazing or other similar leases covering land reserved for the use of the Department of Militia and Defence under certain conditions.

P.C. 6-1992, 17th August, 1918, authorizing a grant of certain Dominion Lands for church and cemetery purposes.

P.C. 2045, 22nd August, 1918, ordering that certain lands be withdrawn from the operation of the Dominion Lands Act, and be set apart as an Indian Reserve.

P.C. 2088, 27th August, 1918, authorizing the Minister to dispense with the performance of residence requirements under the Dominion Lands Act, and the issue of letters patent in favour of William Marshall Vance, a homesteader who had both feet frozen, necessitating amputation .

P.C. 2159, 6th September, 1918, ordering that certain Dominion Lands at Port Smith Settlement be set apart for the use of the Department of Indian Affairs under certain conditions.

P.C. 56-2207, 12th September, 1918, authorizing a grant of certain Dominion Lands in the Province of Saskatchewan for such purposes.

P.C. 2283, 19th September, 1918, rescinding Clause 12 of the regulations governing the granting of yearly licenses and permits to cut timber on Dominion Lands and substituting another Clause therefor, and rescinding Sub-clause (e) of Clause 17, and substituting another therefor, making an amendment to Sub-clause (m) of Clause 17, and making an amendment of Sub-clause 41.

P.C. 2302, 19th September, 1918, recommending that certain lands shall be withdrawn from the operation of the Dominion Lands Act, and set apart for the Indians in the Province of British Columbia.

P.C. 2303, 21st September, 1918, ordering that Section 1 of the Coal Mining Regulations, established by Order in Council dated 20th April, 1910, and amendments thereto be rescinded and a new Section substituted therefor, and made to apply to all coal mining leases already issued, and ordering that the maximum charge specified in the above section shall be increased and made to apply to coal mining rights already disposed of, and ordering that Section 24 of the said regulations be rescinded, and a new section substituted therefor, and ordering a further provision to be inserted, as to the methods for the conservation and recovery of coal, and ordering that a further provision be inserted to create educational facilities in certain cases.

P.C. 2371, 25th September, 1918, providing for the transfer of certain Dominion Lands to the School Lands Endowment Fund, and that lands previously included in the School Lands Endowment Fund be granted to the Town of Drumheller for park purposes.

P.C. 26-2427, 28th September, 1918, setting apart and appropriating certain Dominion Lands for church purposes in the Province of Alberta.

P.C. 2399, 30th September, 1918, ordering that certain lands be wtihdrawn from the operation of the Dominion Lands Act, and set apart for the Indians in the Province of Saskatchewan.

P.C. 1516, 20th June, 1918, granting a lease of coal mining rights under certain lands to the Cadomin Coal Company, Limited.

P.C. 1510, 20th June, 1918, authorizing the Minister of the Interior to sell certain Dominion Lands to Edmund Thompson for reclamation purposes, and to enter into an agreement with the said Edmund Thompson in connection therewith as representatives of His Majesty King George the Fifth.

CONTENTS OF VOLUME 10—*Continued.*

P.C. 1515, 20th June, 1918, authorizing the issue of a free patent of Dominion Lands to Mrs. Flossie Fitzgerald, who has been deserted by her husband, a homestead entrant, she being totally unfit to fulfil the residence requirements.

P.C. 1511, 20th June, 1918, authorizing Miss Margaret Reith to make entries by proxy on behalf of her nephews, W. J. F. Reith, and J. W. Reith, overseas with the Canadian Expeditionary Force.

P.C. 1586, 28th June, 1918, relieving Mr. George Ross from the performance of any further residence duties on his homestead, and authorizing the issue of a free patent to him under certain conditions, he having been admitted to the House for Incurables at Portage la Prairie, Manitoba.

P.C. 1621, 2nd July, 1918, making regulations in connection with the Soldier Settlement Regulations.

P.C. 1658, 6th July, 1918, withdrawing certain Dominion Lands from the Doukhobor Reserves to be dealt with by the Minister of the Interior, subject to certain regulations.

P.C. 1806, 19th July, 1918, ordering title to certain Dominion Lands to be vested in His Majesty King George the Fifth, as represented by the Minister of Public Works for the Province of Alberta.

P.C. 1807, 19th July, 1918, ordering that a certain parcel of Dominion Lands be transferred to the Department of Public Works.

P.C. 1820, 20th July, 1918, authorizing the Minister of the Interior to issue a license of occupation to the Canadian Northern Railway for a certain portion of the Oldman river bed.

P.C. 1819, 25th July, 1918, ordering that a certain parcel of Dominion Lands be transferred to the Department of Indian Affairs for a cemetery.

P.C. 1822, 25th July, 1918, authorizing the Minister to grant the sale of certain Dominion Lands to Mr. William Armstrong as a mill site.

P.C. 1830, 25th July, 1918, authorizing the Minister to grant permits for free grazing privileges for reindeer in a certain area in the Northwest Territories.

P.C. 1828, 25th July, 1918, authorizing a free grant of certain Dominion Lands to J. I McLean, by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 1827, 25th July, 1918, providing the authorization of an exchange of certain lands with the Canadian Pacific Railway Company, the company releasing certain lands to be applied for the purposes of an extension to the Stony Indian Reserve, and certain other Dominion lands being granted to the company, the difference in area being credited to the company's land grant.

P.C. 1823, 25th July, 1918, providing for the disposal of certain lots in a subdivision near the station of Badger on the Canadian Northern Railway under certain conditions, which land had been squatted on by certain persons.

P.C. 1910, 5th August, 1918, ordering that a certain road be transferred to the Crown in the right of the Province of Manitoba.

P.C. 873, 13th April, 1918, authorizing a free grant of Dominion Lands to Mr. William Robert Smith by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 1012, 30th April, 1918, ordering that Order in Council of the 22nd October, 1901, be rescinded and that certain lands be transferred to the control of the Department of the Interior, and made available for disposal in accordance with the provisions of the Dominion Lands Act.

P. C. 1053, 1st May, 1918, making regulations for the protection of game in the Northwest Territories.

P C. 1003, 1st May, 1918, giving the Minister of the Interior authority to sell certain land to Clay Armstrong, subject to certain conditions, for the purposes of reclamation.

P.C. 1062, 3rd May, 1918, authorizing a free grant of Dominion Lands to the Rural Municipality of Biggar, No. 347, in the Province of Saskatchewan, for cemetery purposes.

P C 1002, 7th May, 1918, authorizing the Minister to lease certain Dominion Lands to the Western Canada Collieries Limited, to be used only in connection with the mining operations of the said Company.

P C 1088, 7th May, 1918, authorizing the Minister to arrange for certain sales of School Lands at certain points in the Province of Saskatchewan.

P C 1004, 7th May, 1918, making certain regulations to be observed by persons wishing to use fire for clearing land in certain districts.

P.C. 1100, 10th May, 1918, setting apart certain lands in the Province of Alberta, and authorizing a grant thereof to the Knoll Cemetery Company.

P.C. 1190, 17th May, 1918, authorizing a grant of Dominion Lands in the Province of Alberta to the Bishop of Mackenzie River, by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 1214, 22nd May, 1918, recommending that the residence requirements of the Dominion Lands Act be dispensed with in the case of Charles Blanchard, who was severely burned and badly frost bitten.

CONTENTS OF VOLUME 10—*Continued.*

P.C. 1268, 25th May, 1918, providing a transfer of certain Dominion Lands to the Crown in the right of the Province of Manitoba.

P.C. 1298, 26th May, 1918, ordering that certain parcels of swamp lands, which were re-transferred to the Dominion of Canada under the provisions of Subsection 2 of Section 5, of the Manitoba Boundaries Extensions Act, be released to His Majesty King George the Fifth for the purposes of the Province of Manitoba.

P.C. 1230, 20th May, 1918, amending regulations for the disposal of petroleum and natural gas rights approved by Order in Council of the 19th of January, 1914.

P.C. 1263, 3rd June, 1918, enacted certain regulations in order to remove doubts which have arisen as to the validity of previous regulations.

P.C. 1101, 3rd June, 1918, ordering the rescinding of Section 27 of the regulations, established by Order in Council of 1st July, 1898, and substituting others therefor.

P.C. 1443, 12th June, 1918, authorizing a free grant of Dominion Lands to Alexander Kennedy by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 1480, 17th June, 1918, authorizing the Minister of the Interior to execute an agreement on behalf of His Majesty the King with the Canada Land and Irrigation Company, Limited, in substitution for a previous agreement made on the 31st September, 1914.

Not printed.

95. Return of Orders in Council which have been published in the *Canada Gazette*, between 16th March, 1918, and the 20th January, 1919, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20, 7-8 Edward VII, as follows:—

P.C. 60, 16th March, 1918, ordering that no royalty shall be levied or collected by the Crown on coal mined in the Yukon Territory for a period of five years from the 7th day of April, 1918.

P.C. 655, 16th March, 1918, ordering Order in Council of December 18, 1897, cancelled, and dividing the Northwest Territory into three provisional districts, Mackenzie, Keewatin and Franklin, according to the description and map annexed.

P.C. 651, 16th March, 1918, making regulations withdrawing pre-emption entry on Dominion Lands as provided by Section 27 of the Dominion Lands Act, Chapter 20, of 1908, and withdrawing the privilege of purchased homestead entry provided by Section 28 of the said Act, except in the case of land reserved for pre-emption entry for a homesteader on active service, and where notice has been issued to a person allowing him a specified time for securing his pre-emption.

P.C. 662, 16th March, 1918, ordering that certain lands be sold to General Turner at the rate of $1 per acre.

P.C. 705, 22nd March, 1918, providing that the area included within a certain right of way be transferred back to the Department of the Interior by the Department of Militia and Defence for sale to the Canadian Pacific Railway Company under certain conditions.

P.C. 751, 27th March, 1918, providing that further residence requirements be dispensed with in the case of Mr. Earle, a veteran of the South African War.

P.C. 813, 4th April, 1918, authorizing the Minister of the Interior to transfer certain lands from His Majesty King George the Fifth as represented by the Minister of the Interior to His Majesty as represented by the Minister of Public Works for the Province of Alberta.

P.C. 843, 5th April, 1918, providing that residence requirements under the Dominion Lands Act be dispensed with in the case of Harry H. Holmes, who had a considerable part of both his feet amputated.

P.C. 47-768, 5th April, 1918, providing that residence requirements of the Dominion Lands Act be dispensed with in the case of Ole Halsten owing to the physical infirmity of the entrant.

P.C. 48-768, 5th April, 1918, setting apart certain land for cemetery purposes in the Province of Saskatchewan.

P.C. 49-768, 5th April, 1918, dispensing with residence requirements of the Dominion Lands Act in the case of Mr. O. E. Senay, who is physically unfit to continue the performance of his residence duties.

P.C. 62-865, 10th April, 1918, authorizing a free grant to Mr. Robert Jones by virtue of his occupation of the land at the date of the extinguishment of the Indian title.

P.C. 61-865, 10th April, 1918, setting apart certain Dominion Lands for church and cemetery purposes in the Province of Saskatchewan; authorizing a grant to "La Corporation Episcopale Catholique Romaine de Regina."

P.C. 63-865, 10th April, 1918, authorizing a free grant of Dominion Lands to Mr. Benjamin Charles by virtue of his occupation of the said land at the date of the extinguishment of the Indian title.

P.C. 844, 10th April, 1918, authorizing the issue of patent to Mr. J. E. Ingram of certain Dominion Lands in exchange for other land owned by Mr. Ingram.

P.C. 842, 10th April, 1918, authorizing the Minister to have auction sales of School Lands held at certain points. Presented by Hon. Mr. Meighen, March 4, 1919.

Not printed.

CONTENTS OF VOLUME 10—*Continued.*

96. Return of Orders in Council which have been published in the *Canada Gazette*, between the 16th March, 1918, and the 20th January, 1919, in accordance with the provisions of Chapter 47, 2 George V, entitled "The Railway Belt Water Act," as follows:—

P.C. 1296, 6th June, 1918.—Making regulations called Water-lands regulations, effective for disposing of and administering Dominion Lands within the Railway Belt required for the development of water-power, etc.

P.C. 1464, 17th June, 1918.—Recommending certain lands situated in the Railway Belt near Ashcroft be sold to William Henry Hammond on certain conditions. Presented by Hon. Mr. Meighen, March 4, 1919.. .. ..*Not printed.*

97. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 16th March, 1918, and the 20th January, 1919, in accordance with provisions of Subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia, as follows:—

P.C. 896, 12th April, 1918, ordering that the regulations be amended to provide for the leasing of unpatended Dominion Lands within the said Belt (a) where the entrant is on active service, etc.; (b) engaged in some work of national importance, and (c) deceased or insane.

P.C. 908, 22nd April, 1918, amending the regulations to provide that holders of homestead entries, employed as farm labourers, may be allowed the period of such employment as part of period of residence, subject to certain conditions.

P.C. 1509, 22nd June, 1918, amending the regulations by rescinding Section 9, and substituting a new section therefor, defining "highways" and authorizing the Province of British Columbia to construct certain roads, etc.

P.C. 1805, 19th July, 1918, making regulations for the granting of free entries on Dominion Lands in the Railway Belt to settlers under the authority of the Soldiers Settlement Act, 1917.

P.C. 1913, 5th August, 1918, amending Clause 41 of the regulations governing the granting of licenses and permits to cut timber to provide certain conditions for the holders of portable saw mill berths.

P.C. 1997, 14th August, 1918, providing that the title to certain lands described there be vested in His Majesty King George the Fifth for the purposes of the Province of British Columbia.

P.C. 2156, 6th September, 1918, providing that certain lands be vested in His Majesty King George the Fifth for the purposes of the Province of British Columbia.

P.C. 2157, 6th September, 1918, providing that certain lands be vested in His Majesty King George the Fifth for the purposes of the Province of British Columbia.

P.C. 2544, 17th October, 1918, withdrawing certain lands from the operations of the Order in Council of the 17th September, 1889, P.C. 2169. Presented by Hon. Mr Meighen, March 4, 1919... .. ..*Not Printed.*

98. Orders in Council passed under the provisions of Chapter 18, 7-8 George V,—"The Migratory Birds Convention Act." Presented by Hon. Mr. Meighen, March 4, 1919. *Not printed.*

99. Orders in Council which have been published in the *Canada Gazette*, between the 16th March, 1918, and the 20th January, 1919, in accordance with the provisions of Section 19, of Chapter 10, 1-2 George V,—"The Forest Reserves and Parks Act," as follows:—

P.C. 739, 26th March, 1918, authorizing the Minister to accept the surrender of certain lands from the Canadian Pacific Railway.

P.C. 675, 26th March, 1918, amending regulations for Dominion Forest Reserves established by Orders in Council of 8th August, 1913, 24th September, 1913, and 20th April, 1916.

P.C. 1188, 17th March, 1918, rescinding Order in Council of October 31, 1916, and granting certain land to the Canadian Pacific Railway, subject to certain conditions.

P.C. 1821, 25th July, 1918, granting authority to the Minister to issue domestic fishing permits for certain regulations during the years 1918, 1919, and 1920.

P.C. 2817, 15th November, 1918, granting the corporation of the Town of Wainwright, Alberta, a renewal of the rights granted by Order in Council of the 20th March, 1914, for a period of two years from the 1st of May, 1918. Presented by Hon Mr. Meighen, March 4, 1919... .. ..*Not printed.*

100. Copies of Orders in Council which have been published in the *Canada Gazette* between the 5th April, 1918, and the 20th February, 1919, in accordance with provisions of Section 8, Subsection 2 of Chapter 21, 7-8 George V, "The Soldiers Settlement Act." Presented by Hon. Mr. Meighen, March 4, 1919.. .. ..*Not printed.*

100*a*. Copy of Order in Council, P.C. 925, dated 3rd May, 1919: Issue of "Attestation" papers to soldier applicants for lands under the Regulations of the Soldier Settlement Board. Presented by Hon. Mr. Calder, May 27, 1919.. .. ..*Not printed*

CONTENTS OF VOLUME 10—*Continued.*

101. First Annual Report with Appendices, of The Historical Documents Publication Board. Presented by Hon. Mr. Rowell, March 4, 1919.. .. ..*Not printed.*

102. Final Report of the International Joint Commission, on the Pollution of Boundary Waters Reference. Presented by Hon. Mr. Rowell, March 4, 1919.. .. ..*Not printed.*

103. Copies of Orders in Council affecting the increases and allowances of the Civil Service of Canada. Presented by Hon. Mr. Maclean, March 4, 1919.. .. ..*Not printed.*

104. Report of the Royal Commission appointed to inquire into and report upon conditions in the Pilotage Districts of Miramichi, Sydney, Louisburg, Halifax, St. John, Montreal and Quebec, and to recommend, if necessary, any change found desirable. Presented by Hon. Mr. Maclean, March 4, 1919.
Printed for distribution to Senators and Members, and sessional papers.

105. Report of the Royal Commission appointed to inquire into and report upon the conditions in the Pilotage Districts of Vancouver, Victoria, Nanaimo and New Westminister, and to recommend, if necessary, any change found desirable therein. Presented by Hon. Mr. Maclean, March 4, 1919.
Printed for distribution to Senators and Members, and sessional papers.

106. Memorandum from the Canadian Trade Commission giving a list of the British Import Restrictions. Presented by Hon. Mr. Maclean, March 4, 1919.. .. .. ..*Not printed.*

107. Certified copy of agreement between the St. Martin's Railway Company and His Majesty the King. Presented by Hon. Mr. Reid, March 4, 1919. .. ..*Not printed.*

108. Certified copy of agreement between the York and Carleton Railway Company and His Majesty the King. Presented by Hon. Mr. Reid, March 4, 1919.. .. .. ..*Not printed.*

109. Copies of Orders in Council affecting the Civil Service Commission. Presented by Hon. Mr. Burrell, March 4, 1919.. .. ..*Not printed.*

109*a*. Regulations of the Civil Service Commission, approved by His Excellency the Governor General in Council on the 21st December, 1918. Presented by Hon. Mr. Burrell, April 7, 1919.. .. ..*Not printed.*

110. Correspondence relating to the resignation of Mr. F. B. McCurdy, M.P., as Parliamentary Secretary of the Department of Soldiers Civil Re-establishment and Chairman of the Invalided Soldiers' Commission. Presented by Sir Thomas White, March 4, 1919.
Not printed.

111. Copies of Orders in Council affecting the Department of the Secretary of State. Presented by Hon. Mr. Burrell, March 4, 1919.. .. ..*Not printed.*

112. Copies of Orders in Council affecting the Department of Mines. Presented by Hon. Mr. Burrell, March, 1919.. .. ..*Not printed.*

113. Copies of Orders in Council affecting the Public Archives. Presented by Hon. Mr. Burrell, March 4, 1919.. .. ..*Not printed*

114. Return called for by Section 88, of Chapter 62, Revised Statutes of Canada, requiring that the Minister of the Interior shall lay before Parliament, each year, a return of liquor brought from any place out of Canada into the Territories by special permission in writing of the Commission of the Northwest Territories, for the year ending 31st December, 1917. Presented by Hon. Mr. Meighen, March 6, 1919.. .. .. ..*Not printed.*

115. Return showing all lands sold by the Canadian Pacific Railway Company during the year ending 30th September, 1917, together with the names of the purchasers, in accordance with the Statutes of Canada, 1886, Chapter 9, Section 8. Presented by Hon. Mr. Meighen, March 6, 1919.. .. ..*Not printed.*

116. Copy of correspondence between the Secretary of State for the Colonies and His Excellency the Governor General, relating to the gift of two submarines to the Canadian Government. Presented by Hon. Mr. Rowell, March 6, 1919.. .. .. ..*Not printed.*

117. Report of a Committee of Experts, appointed by Order in Council dated 20th November, 1918, on the recommendation of the Civil Service Commission, to investigate and report conditions in the Department of Public Printing and Stationery. Presented by Hon. Mr. Burrell, March 6, 1919.
Printed for distribution to Senators and Members of Parliament.

118. Report of the work of the Department of Soldiers' Civil Re-establishment (Invalided Soldiers' Commission), to March 31, 1918, with Appendices to June 22, 1918. Presented by Mr. Clarke (Bruce) March 7, 1919.. .. ..*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

119. Copies of Orders in Council affecting the Department of Agriculture. Presented by Hon. Mr Crerar, March 7, 1919.. .. ..*Not printed.*

120. Order in Council P.C. 517, dated 7th March, 1919, appointing the Minister of Railways and Canals receiver of the Grand Trunk Pacific Railway System. Presented by Sir Thomas White, March 10, 1919.. .. ..*Not printed.*

120*a*. Copies of Papers concerning the Receivership of the Grand Trunk Pacific Railway System, as follows:—

(*a*) Copies of the important correspondence passing between Grand Trunk officials and members of the Government in connection with the negotiations that were carried on;

(*b*) Copies of communications between the Receiver and officials of the Grand Trunk Pacific;

(*c*) Copies of certain communications that have passed between Grand Trunk officials and the Government since the passing of the Order in Council;

(*d*) Copies of the Order and an amending Order dated March 13, 1919;

(*e*) Balance sheets of the Grand Trunk Pacific Railway Company, and of its subsidiary companies, and statements of revenue and expenditure of the system. Presented by Sir Thomas White, March 31, 1919 .. ..*Not printed.*

121. Orders in Council respecting pay and allowances to ex-soldiers receiving treatment and training under the Soldiers' Civil Re-establishment. Presented by Mr. Clark, (Bruce), March 10, 1919.. .. ..*Not printed.*

122. Orders in Council respecting Pensions. Presented by Mr. Clark (Bruce), March 10, 1919. .. ..*Not printed.*

123. Ninth Annual Report of the Commission of Conservation for the year 1917. Presented by Hon. Mr. Rowell March 10, 1919.. .. ..*Not printed.*

124. Orders in Council affecting the Department of Customs. Presented by Hon. Mr. Reid, March 12, 1919.. .. ..*Not printed.*

125. Certified copy of an Agreement between the Elgin and Havelock Railway Company and His Majesty the King. Presented by Hon. Mr. Reid, March 14, 1919.. ..*Not printed.*

126. Copies of a General Rule and Order amending a Rule of the Exchequer Court of Canada, pursuant to Section 88 of the Exchequer Court Act (R.S.C. 1906, Chap. 140). Presented by Hon. Mr. Burrell, March 18, 1919.. .. ..*Not printed.*

127. Return showing statements of Remissions and Refunds in Tolls and Duties, recorded in the Department of Secretary of State of Canada, year ending March 31, 1918. (Senate) *Not printed.*

128. Return to an Order of the House of the 18th April, 1918, for a Return showing:—

1. If the Minister of Finance has issued certificates permitting the offer and sale of debentures in pursuance of the Order in Council, dated 22nd December, 1917, in relation thereto.

2. If so, how many permits were granted or certificates issued.

3. To what provincial governments, municipal corporations, school boards or other legally constituted bodies permits were granted or certificates issued.

4. For what amount permits were granted and certificates issued, in each case. Presented, March 19, 1919.— *Mr. Trahan.* .. ..*Not printed.*

128*a*. Return to an Order of the House of the 2nd May, 1918, for a Return showing:—

What municipalities have been authorized by the Minister of Finance to issue debentures on the market, since the Order in Council enacted in this respect. Presented March 19, 1919.—*Mr. Seguin*.. .. ..*Not printed*

128*b*. Return showing:—1 If the Minister of Finance has refused to issue certificates permitting the offer and sale of debentures, in pursuance of the Order in Council, dated 22nd December, 1917, in relation thereto. 2. If so, how many permits or certificates have been refused. 3. What provincial governments, municipal corporations, school boards, or other legally constituted bodies have been refused said permits or certificates, and what reasons, in each case, were given 4. For what amount, in each case, authority was asked for Presented March 19, 1919.—*Mr. Trahan*.. ..*Not printed*

129. Return showing:—Referring to the item "Composition, Stereotype, Mats, shipping charges, etc., $20,360.34," contained in the return of amounts paid for Victory Loan advertising. 1 To whom the said sum of $20,360.34 was paid. 2. Whether the said sum or any portion thereof was paid under contract. 3. If so, with whom the contract was made, and what the particulars are thereof. Presented March 19, 1919—*Mr. Murphy* .. ..*Not printed*

CONTENTS OF VOLUME 10—*Continued.*

130. Return to an Address to His Excellency the Governor General of the 20th March, 1918, for a copy of any treaty between Great Britain and the United States, permitting the conscription of British Subjects in the United States for military service and of American citizens residing in British Dominions. Presented March 19, 1919.—*Sir Wilfrid Laurier* .. .. ..

CONTENTS OF VOLUME 10—*Continued.*

138b. Supplementary Return to an Order of the House of the 25th March, 1918, for a return showing all the Commissions created since September, 1911, the names of the Chairman or Presidents and Members of the said Commissions, with the amounts expended in connection therewith, including rents, furnishing, equipment, heat, light, salaries, travelling expenses, stationery, printing, advertising, telegrams, telephones, postage and all other expenses as well as the reports made by the said Commissions. Presented June 26, 1919.—*Mr. Casgrain*.. .. ..*Not printed*

139. Return to an Order of the House of the 29th April, 1918, for a copy of all correspondence between the City of Quebec, the Quebec Board of Trade and the Government with regard to the claims of the City of Quebec for terminals of the National Transcontinental Railway and other matters. Presented March 20, 1919.—*Mr. Lavigueur.* *Not printed.*

140. Return to an Order of the House of the 24th April, 1918, for a copy of all documents correspondence, papers, court proceedings and reports by the Honourable Justice Duff in reference to the investigation made by Judge Duff in the matter of Jules Gobeil, of Baie St. Paul, against Magistrate A. Simard, of the said place. Presented March 20, 1919.—*Mr. Casgrain* .. ..*Not printed.*

141. Return to an Order of the House of the 20th May, 1918, for a copy of all letters, telegrams and correspondence generally exchanged between the Government and Mr. Justice Duff, Central Appeal Judge, during the last election campaign concerning the application and the administration of the Military Service Act in conjunction with the Order in Council passed on December 3, 1917. Presented March 20, 1919.—*Mr. Brouillard*.. .. ..*Not printed.*

142. Return to an Order of the House of the 2nd May, 1918, for a Return showing:—1. How many military officers have been employed in the enforcement of the Military Service Act up to March 31, 1918, in each province. 2. How many civilians in each province. Presented March 20, 1919.—*Mr. Devlin*.. .. ..*Not printed.*

143. Return to an Order of the House of the 13th May, 1918, for a copy of all correspondence between the Registrar, E. Hart Nichols, under the Military Service Act, Halifax, N.S., and the Military Service Council or any member thereof, during the years 1917 and 1918, concerning non-compliance with the Military Service Act in Lunenburg County, N.S.; also for copy of all correspondence between the Military Service Council, or any member thereof, or the Minister of Justice, or the Deputy Minister of Justice and Mr. William Duff, M.P., Lunenburg, N.S., during the years 1917 and 1918; also a copy of any statements, affidavits and declarations now on file in the Military Service Council in respect of the administration of the Military Service Act in the County of Lunenburg and more particularly in respect of any alleged interference by Mr. William Duff with the proper enforcement of the said Act. Presented March 20, 1919.—*Mr. Currie*.. .. ..*Not printed*

144. Return to an Order of the House of the 20th May, 1918, for a Return showing:—1. Whether private custom work is done at the Portsmouth Penitentiary by skilled convict workmen. If so, whether any allowance is made to said convicts for such work. 2. Whether walnut chairs were repaired and upholstered for P. Devlin, Immigration Officer at Kingston. If so, what the cost was to Mr. Devlin. 3. Whether several articles of furniture were made for and shipped to Mr. Dillon, Purchasing Agent for Penitentiaries. If so, what articles were shipped to Montreal and Ottawa for him, what their cost was, and by whom it was paid. 4. What articles were made or repaired and shipped to persons in Toronto, Renfrew, Ottawa, Kingston and New York, by whose order, to whom sent, and the amount paid in each case. 5. What articles have been repaired or made for the Rev. McDonald and for the Roman Catholic Church at Portsmouth, what amount was paid for such work, by whom paid and when. 6. What articles of furniture have been made and repaired during the past two years (*a*) for officials of the penitentiary, (*b*) for persons other than officials, with the name and cost in each case. 7. Whether some statistics were copied by one of the convicts for the United States authorities. If so, how much was paid by the United States for said work, and what amount was placed to the credit of the convict who did the work. 8. Whether convicts have been ordered to make articles patented in the United States, the sole right for the manufacture of which had been sold to a firm in Canada, and whether convicts were ordered to make working drawings of the same for future use. Presented March 20, 1919.—*Mr. Edwards*.. .. ..*Not printed*

145. Return to an Order of the House of the 15th May, 1918, for a Return showing:—1. The amount expended by the Government on Toronto Harbour since Confederation. 2. The original cost of such protection as has been placed on the south shore of the Island, also cost of repairs to same. 3. To what extent the Island has been reduced since Confederation due to erosion. 4. What part or parts of the harbour front are controlled by the Dominion Government. Presented March 20, 1919.—*Mr. Foster, (York).* *Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

146. Return to an Order of the House of the 20th May, 1918, for a copy of all accounts, vouchers, receipts, telegrams, particulars and correspondence of all kinds in any way referring to the expenditure of money by this Government at Friar Siding, under the foremanship of P. Doucette, during the months of October, November and December, 1917. Presented March 20, 1919.—*Mr. Chisholm*.. .. ..*Not printed.*

147. Return to an Order of the House of the 20th May, 1918, for a copy of all letters, telegrams, vouchers, accounts and all documents in any way referring to the expenditure of money in repairs on the Margaree Breakwater, by the Department of Public Works, during the years 1916-17 and 1917-18. Presented March 20, 1919.—*Mr. Chisholm. Not printed.*

148. Return to an Address to His Excellency the Governor General of the 18th April, 1918, for a copy of the correspondence concerning the resignation of Commissioner Perry, C.M.G., as head of Royal Northwest Mounted Police. Presented March 20, 1919.—*Mr. Lemieux*.. .. ..*Not printed.*

149. Return to an Order of the House of the 21st March, 1918, for a copy of all letters, telegrams and other papers concerning the steamer service between Montreal, Quebec and the various harbours of Gaspé. Presented March 20, 1919.—*Mr. Lemieux. Not printed.*

150. Return to an Order of the House of the 24th April, 1918, for a copy of all correspondence and documents exchanged between the Minister of Justice and his Department and their representatives in Montreal in connection with obtaining the release on bail, and arranging bail and security for one Charles, alias Ti-Noir Desjardins. Also a copy of all correspondence with the Minister of Justice and his Department and their representatives in Montreal and elsewhere, and all other documents in connection with obtaining the release of and giving bail and security on behalf of the same man recently in Montreal. Presented March 21, 1919.—*Mr. Casgrain* .. .. ..*Not printed.*

151. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (2nd April, 1918) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Burrell, March 25, 1919.. .. .. ..*Not printed.*

152. Return to an Address to His Excellency the Governor General of the 29th April, 1918, for a copy of all Orders in Council and instructions given by the Minister in charge in connection with the work of Mr. M. E. Nicholls, Director of Public Information for Canada; along with a copy of all telegrams, letters, statements and articles sent out by Mr. Nicholls since assuming the position of Director of Public Information; and also copy of the mailing list of the individuals or companies to whom this information was sent. Presented March 26, 1919.—*Mr. Casgrain*.. .. ..*Not printed.*

153. Return showing:—1. The amount spent by the Government for each of the canals of Canada since Confederation. 2. The cost of the upkeep of each of these canals, and what receipts have been received from each of them. Presented March 26, 1919. *Mr. Casgrain*.. .. ..*Not printed.*

154. Report of the Military Service Council on the administration of the Military Service Act, 1917, with Supplementary Report showing the progress which has been made in obtaining recruits under the Military Service Act, to April 15, 1918. Presented by Hon. Mr. Mcighen, March 27, 1919.. .. ..*Not printed.*

155. Return to an Order of the House of the 19th March, 1919, for a copy of all correspondence between the Customs Department and the Customs House authorities at the port of Sutton-Aberdeen touching the dismissal of William Lassonde. Presented March 28, 1919.—*Mr. McMaster*.. .. ..*Not printed.*

156. Return to an Order of the House of the 19th March, 1919, for a return showing the names of all persons employed up to March 1, 1919, in connection with the work of the Repatriation Committee, giving the class of work each person is doing, their salary or wages, the living or other expenses paid, and the former occupation of each person, along with a statement showing what other work, if any, said persons are employed in. Presented March 28, 1919.—*Mr. Proulx*.. .. ..*Not printed.*

157. Return to an Order of the House of the 19th March, 1919, for a copy of all papers and correspondence regarding the Commission granted to Canadian officers during the present war. Presented March 31, 1919.—*Mr. Casgrain*.. .. ..*Not printed.*

158. Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The names of the one hundred and thirty-three persons who were prosecuted during the years 1913, 1914, 1915, 1916, 1917, 1918 and 1919, for having been found in possession of, or for selling, adulterated maple sugar. 2. The amounts of the fines in each case. Presented March 31, 1919.—*Mr. Boyer*.. .. ..*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

159. Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The names of the one hundred and twenty-seven persons who were prosecuted during the years 1913, 1914, 1915, 1916, 1917, 1918 and 1919, for having been found in possession of, or for selling, adulterated maple syrup. 2. The amounts of the fines in each case. Presented March 31, 1919.—*Mr. Boyer*.. .. ..*Not printed.*

160. Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The total expenses in connection with the Victory Loan campaign of 1918 in Prince Edward County, Ontario. 2. Number of clerks employed in connection with the said campaign in the said county. 3. Amount paid to each, and of such amount, how much was for salary and how much for travelling expenses. Presented March 31, 1919.—*Mr. Proulx*.. .. ..*Not printed.*

161. Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The total amount paid by the Canadian Government for the rental of offices and other space, in the Cities of Montreal, Ottawa and Quebec, as well as in all the different provinces of the Dominion, to put in force the Military Service Act. 2. The names of the proprietors or landlords from whom the said offices or places were leased. 3. The names of the lawyers who attended to and helped The Honourable Mr. Justice Duff, in Ottawa, in the disposal of the appeals made under the Military Service Act, last year, and how much they were paid. Presented March 31, 1919.—*Mr. Casgrain.* *Not printed.*

162. Return to an Order of the House of the 25th March, 1918, for a Return showing:—1. Who the contractors are for the transportation of His Majesty's Mails in the County of Dorchester. 2. What sums they receive annually for this work. 3. When the contracts in each case were given, and upon whose recommendation. 4. When each of these contracts terminates. Presented March 31, 1919.—*Mr. Cannon* ..*Not printed.*

163. Return to an Order of the House of the 13th May, 1918, for a copy of the contract made between the Government of Canada and Mr. Mosher, of Feltzen South, in the County of Lunenburg, for the carrying of His Majesty's mails between Feltzen South and Rose Bay, in the County of Lunenburg. Said contract being executed during the month of September, October or November, 1917, and having as one of the bondsmen on the said contract Mr. Wm. Duff, of Lunenburg, in the County of Lunenburg. Presented March 31, 1919.—*Mr. Currie*.. .. ..*Not printed.*

164. Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The number of times the Military Service Act, 1917, was amended by Order in Council. 2. The dates and the numbers of the said Orders in Council. Presented March 31, 1919.—*Mr. Tobin*.. .. ..*Not printed.*

165. Return to an Order of the House of the 20th March, 1919, for a Return showing:—1. The number of men of military age who have been condemned to terms of imprisonment for infractions of the Military Service Act, 1917, in each of the nine provinces of Canada. 2. The number of the said men who have been released from prison before the expiration of their terms. 3. Their names, where they were imprisoned and the length of their respective sentences. Presented March 31, 1919.—*Mr. Fontaine.* *Not printed*

166. Average number of men employed on the Dominion Police Force during each month of the year 1918, and of their pay and travelling expenses, pursuant to Chapter 92, Section 6, Subsection 2, of the Revised Statutes of Canada. Presented by Hon. Mr. Meighen, April 1, 1919.. .. ..*Not printed.*

167. Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The amount of the public debt of Canada on the 21st September, 1911. 2. New loans made by the Dominion of Canada since said date, indicating for each of said loans; (*a*) the date; (*b*) the amount; (*c*) the rate of interest; (*d*) the name of the place where such loan was floated; (*e*) the date of purchase; (*f*) the object for which said additional loans were made. 3. The amount of the public debt on the 19th March, 1919. 4. The result obtained through the last National Loan in Canada, indicating the amount subscribed in each Province. 5. Of the amount raised through the last National Loan, what sums were expended (*a*) for war purposes; (*b*) for other purposes. 6. How much the floating of our last National Loan cost, giving the figures in detail. Presented April 1, 1919.—*Mr. Vien*.. .. ..*Not printed.*

168. Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The cost to the Government for advertising and printing in connection with the Victory Loan of 1917, giving amounts for advertising and printing separately. 2. The cost to the Government for advertising and printing in connection with the Victory Loan of 1918, giving amounts for advertising and printing separately. 3. Amount paid in commission in connection with said loans for 1917 and 1918. 4. The total cost in connection with the campaign for the said Victory Loans of 1917 and 1918. Presented April 1, 1919.—*Mr. Duff* .. ..*Not printed*

CONTENTS OF VOLUME 10—*Continued.*

169. Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. How many appointments have been made to the Civil Service by the Civil Service Commission since the passing of the Civil Service Act of 1918. 2. How many of these appointments were given to returned soldiers who had served overseas in the actual theatre of war. 3. How many were given to those who had not served in the actual theatre of war. 4. What was the aggregate, also the average salaries pertaining to both classes referred to in questions two and three. Presented April 1, 1919.—*Mr. Sutherland*.. .. .. .

CONTENTS OF VOLUME 10—*Continued.*

(c) Production of foodstuffs, including advertisement in relation to the Food Controller's Office or Canada Food Board, (d) Military Service Act, and (e) Fuel Controller's Office. 2. What rates were paid, and whether they were the ordinary or usual commercial rates. 3. What papers received these advertisements, and what amount to each. He also laid before the House, by command of His Excellency the Governor General,—Tenth Annual Report of the Civil Service Commission of Canada, for the year ending August 31, 1918. Presented April 7, 1919.—*Mr. Pedlow.*
Not printed.

178. Return to an Order of the House of the 19th March, 1919, for a copy of the Marconi Wireless Company's contract with the Department of Naval Service, showing the date the contract was made and signed. Presented March 8, 1919.—*Mr. Tobin.*
Not printed.

178*a*. Supplementary Return to an Order of the House of the 19th March, 1919, for a copy of the Marconi Wireless Company's contract with the Department of Naval Service, showing the date the contract was made and signed. Presented April 15, 1919.—*Mr. Tobin*.. .. .. .

CONTENTS OF VOLUME 10—*Continued.*

188. Copy of Order in Council, P.C. 800, dated 10th April, 1919, requesting His Majesty to issue letters patent to each of the following named persons:—

The Right Honourable Sir Robert Borden, a Member of His Majesty's Most Honourable Privy Council, G.C.M.G., K.C., M.P., Prime Minister of the Dominion of Canada;

The Right Honourable Sir George Eulas Foster, a Member of His Majesty's Most Honourable Privy Council, G.C.M.G., M.P., Minister of Trade and Commerce of the Dominion of Canada;

The Honourable Arthur Lewis Sifton, K.C., M.P., Minister of Customs and Inland Revenue of the Dominion of Canada;

The Honourable Charles Joseph Doherty, K.C., M.P., Minister of Justice of the Dominion of Canada; naming him and appointing him as Commissioner and Plenipotentiary in respect of the Dominion of Canada, with full power to sign any treaties concluded at the Peace Conference. Presented by Hon. Mr. Rowell, April 11, 1919. *Not printed.*

189. Return to an Order of the House of the 9th March, 1919, for a Return showing:—1. If a man named Cooke was employed by the Immigration Branch of the Interior Department, or by the Minister of Immigration and Colonization, during the past year. 2. If so, what his duties were, and what remuneration he received, or is to receive. 3. Whether the said Cooke, in the capacity of a Government employee, visited Immigration Offices and Immigration Officials in the West. If so, whether he made any changes therein. 4. What changes were made, what the names of the officials are who were retired, given different positions, or newly employed. 5. Under what authority the said Cooke performed the mission referred to. 6. Whether the said Cooke is still in the employ of the Minister of Immigration and Colonization. If so, what duties he is now performing. 7. Whether the said Cooke is the Sheriff at Regina. Presented April 11, 1919.—*Mr. Murphy*.. .. ..*Not printed.*

190. Return to an Order of the House of the 3rd April, 1919, for a Return showing:—1. Amount paid to J. S. Wilson, of Hanover, Registrar for South East Grey, in connection with the Dominion Registration in June, 1918. 2. The names of the Deputy Registrars and their assistants who received payment for services in connection with the Dominion Registration of June, 1918, in the County of South East Grey, Ont. Presented April 14, 1919.—*Mr. Proulx*.. .. ..*Not printed.*

191. Return to an Order of the House of the 31st March, 1919, for a copy of all letters, telegrams and other correspondence between the Militia Department and the Aetna Chemical Company of Canada, Limited, concerning a contract for explosives. Presented April 14, 1919.—*Mr. Brouillard*.. .. ..*Not printed.*

192. Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The names and present addresses of the last three hundred appointees to the Inside Civil Service, whose appointments were made by the Civil Service Commission. 2. In what Departments they were placed when appointed, and the salary paid in each case. Presented April 14, 1919.—*Mr. Boyer*.. .. ..*Not printed.*

193. Return to an Order of the House of the 3rd April, 1919, for a Return showing:—1. Number of men enlisted under the provisions of the Military Service Act, 1917, in each of the nine provinces of Canada, who had been sent or were on their way overseas on November 11, 1918. 2. Number of enlisted under the provisions of the Military Service Act, 1917, in each of the nine provinces of Canada, who had been sent or had left their respective training barracks to be sent to Siberia on November 11, 1918. Presented April 14, 1919.—*Mr. Tobin*.. .. ..*Not printed*

194. Return to an Order of the House of the 24th March, 1919, for a copy of all telegrams, letters, order papers or other correspondence in any way connected with the discharge of cargoes of the vessels *J. M. Rafuse* and *W. F. Davidson*, in the year 1918, in New York Harbour. Presented April 14, 1919.—*Mr. Sinclair, (Antigonish)*.. ..*Not printed.*

195. Return to an Order of the House of the 7th April, 1919, for a copy of the evidence given in the arbitration at Toronto in 1918, with respect to the value of Canadian Northern Railway common stock taken over by the Government. Presented April 15, 1919.—*Mr. Mackie, (Edmonton)*.. .. ..*Not printed.*

195a. Return to an Order of the House of the 7th April, 1919, for a copy of all reports made, or letters written, by Graham A. Bell with respect to Canadian Northern Railway common stock, and also in connection with or leading up to the arbitration in 1918 with respect to the value of such common stock. Presented April 15, 1919.—*Mr. Mackie, (Edmonton)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

196. Return to an Order of the House of the 31st March, 1919, for a copy of all letters, telegrams and other correspondence between the Honourable N. W. Rowell, President of the Privy Council, and Commissioner R. H. Pringle, K.C., in any way relating to the Pulp and Paper Inquiry conducted by the said Commissioner. Presented April 15, 1919.—*Mr. Tobin*.. .. .. .

CONTENTS OF VOLUME 10—*Continued.*

207a. Supplementary Return to an Order of the House of the 20th March, 1919, for a Return showing:—1. The amount, if any, paid by the Government for advertising to the *Moncton Transcript, Acadian Recorder, Morning Chronicle, Halifax Herald*, and *Evening Mail*, during the year 1918. 2. The amounts, if any, paid to the said newspapers during the same year for printing. Presented June 2, 1919.—*Mr. Duff*..*Not printed.*

208. Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The amount paid the *Bridgewater Bulletin*, of Bridgewater, Nova Scotia, for advertising since January 1, 1912. 2. The amount paid the *Daily and Weekly News*, of Lunenburg, Nova Scotia, for advertising since January 1, 1912. Presented April 25, 1919.—*Mr. Duff*.. .. ..*Not printed.*

209. Return to an Order of the House of the 20th March, 1919, for a Return showing:—1. What quantity of soap was purchased by the Government from the Palm Olive Company in 1917 and 1918. 2. The price paid for same. Presented April 25, 1919.—*Mr. Lemieux*.. .. ..*Not printed.*

210. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amounts, if any, paid by the Government to the *Winnipeg Telegram* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 25, 1919.—*Mr. Mayrand*.. .. .. *Not printed.*

210*a*. Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amounts, if any, paid by the Government to the *Winnipeg Telegram* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Mayrand*.. ..*Not printed.*

211. Return to an Order of the House of the 6th May, 1918, for a Return showing:—1. The amount paid for sending cablegrams by each Department of the Government for the year ending March 31, 1918. 2. What has been paid by each of the several departments for sending telegrams and telephone messages. 3. Whether the Government or any department thereof receives a special rate, or whether the full commercial rate is paid in connection with sending cablegrams, telegrams and telephone messages. 4. If not, whether it is the intention of the Government to endeavour to arrange for a special rate. Presented April 28, 1919.—*Mr. Sutherland*.. .. .. ..*Not printed.*

212. Return to an Order of the House of the 6th May, 1918, for a Return showing:—1. The amount paid by the Government to each of the following newspapers:—Charlottetown *Guardian*, Charlottetown *Examiner, Island Patriot*, Summerside *Journal Agriculturist, Pioneer and Farmer*, Charlottetown *Herald*, Charlottetown *Watchman*, from the 1st of August, 1914, to the 1st of January, 1918. 2. The portion of the amount so paid for advertising in connection with the war. Presented April 28, 1919.—*Mr. Read (Prince.)* .. ..*Not printed.*

213. Return to an Order of the House of the 7th April, 1919, for a Return showing:—1. The nature of the irregularities of which Major L'Heureux is charged in connection with the administration of the 167th Battalion. 2. Whether the Government is aware that the Adjutant of the said Battalion, Captain J. A. Poirier, who shared the Commanding Officer's confidence, was not at all disquieted, but, on the contrary, was sent overseas immediately after the termination of Lieut.-Colonel Readman's trial. 3. The charges alleged against the said Major L'Heureux and who investigated said charges. 4. Whether Major L'Heureux was called upon to enter a plea of defence. 5. Whether the Government is aware that on several occasions said Major L'Heureux demanded an investigation, and that the reply was that there was nothing for which to reproach him. Presented April 28, 1919.—*Mr. Savard*.. .. .. ..*Not printed.*

214. Return to an Order of the House of the 18th April, 1918, for a Return showing:—1. The number of clerks employed during each year from 1911 to 1917 in the following Post Offices: Victoria, Vancouver, Regina, Edmonton, Winnipeg, Toronto, Ottawa, Hamilton, Montreal, Quebec, Fredericton and Halifax. 2. What sums have been paid as salaries to the clerks of the above offices in each year of the said period. Presented April 28, 1919.—*Mr. Déchene*... .. ..*Not printed.*

215. Return to an Order of the House of the 1st May, 1918, for a Return showing:—(*a*) Whether the Canadian Government Railways Employees Magazine, published at Moncton, N.B., is owned by the Government; (*b*) if so, the names of the Editor, Business Manager, Advertising Solicitor, and of other persons engaged in connection with the magazine and the amounts of salary or other remuneration paid to them, respectively, since its establishment; (*c*) the positions, if any, such persons also occupy in the Canadian Government Railways Service, and what salaries they receive in such service; (*d*) the revenue and expenditure in connection with the publication of the magazine from its inception to December 31, 1917, showing separately the amounts received from advertising, subscriptions, and from other sources respectively, also separately the amounts disbursed for personal service, printing and other expenses of publication; (*e*) the sums of money paid by the Government or by the Canadian

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Government Railways in connection with the publication of the magazine with dates and amounts and showing for what purposes such payments were made; (*f*) a copy of the correspondence between the Minister of Railways and Canals, any officials of that Department, particularly the Purchasing Agent, the General Manager and other officials of the Canadian Government Railways and any officials or employees of the Magazine and of all correspondence from the Minister or from any officials of the Department or from any officials of the Canadian Government Railways for the purpose of inducing manufacturers and others to advertise in the magazine; and (*g*) whether the Post Office Department has admitted the Magazine to second-class postal privileges, and if so, on what date, and whether such privileges extend only to copies sent to bona fide subscribers or if they include copies supplied gratuitously to Canadian Government Railways officials and employees. Presented April 28, 1919.—*Mr. Bureau.*
Not printed.

216. Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. The staff and personnel employed at Quebec, Que., for the Soldiers' Civil Re-establishment. 2. Their respective names, domiciles and salaries. 3. Which of them are returned soldiers, and what services they performed in the Canadian Expeditionary Force. 4. How many demands were made by returned soldiers at Quebec in connection with their civil re-establishment, giving: (*a*) Name of claimant; (*b*) His place of origin; (c) The nature and date of his demand; (*d*) The adjudication in each case, and date. Presented April 29, 1919.—*Mr. Vien* .. ..*Not printed.*

217. Return to an Address to His Excellency the Governor General, of the 19th March, 1919, for a copy of all correspondence between the Minister of Trade and Commerce or any officials of the Government and the Board of Grain Supervisors and Board of Grain Commissioners regarding the commandeering of wheat in 1916, and a copy of the Order in Council authorizing same. Presented April 29, 1919.—*Mr. Stevens.*
Not printed.

218. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Ottawa Journal* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. Deslauriers*.. .. .. ..*Not printed.*

218*a*. Return to an Order of the House of the 24th March, 1919, for a Return showing:—1. Amount paid to the *Ottawa Journal* and *Ottawa Journal-Press* for Government printing, advertising and job work from 1896 to 1911, inclusive. 2. Amounts paid to *Ottawa Journal* and *Ottawa Journal-Press* for Government printing, advertising and job work in each of the years 1912, 1913, 1914, 1915, 1916, 1917 and 1918. Presented May 14, 1919.—*Mr. Edwards*.. .. ..*Not printed.*

218*b*. Supplementary Return to an Order of the House of the 19th March, 1919, for n Return showing:—The amount, if any, paid by the Government to the *Ottawa Journal* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Deslauriers*...*Not printed.*

219. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Hamilton Spectator* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. Deslauriers*.. ..*Not printed.*

219*a*. Supplementary Return to an Order of the House of the 19th March, 1919, for n Return showing:—The amount, if any, paid by the Government to the *Hamilton Spectator* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. Deslauriers*.. ..*Not printed.*

220. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Ottawa Citizen* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. Deslauriers*.. .. ..*Not printed*

220*a*. Supplementary Return to an Order of the House of the 19th March, 1919, for n Return showing:—The amount, if any, paid by the Government to the *Ottawa Citizen* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Deslauriers*..*Not printed.*

221. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto World* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 29, 1919.—*Mr. D'Anjou*.. .. .. ..*Not printed.*

221*a*. Supplementary Return to an Order of the House of the 19th March, 1919, for n Return showing:—The amount, if any, paid by the Government to the *Toronto World* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. D'Anjou*.. ..*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

222. A collection of Reports by the Imperial Government on Bolshevism in Russia. Presented by Hon. Mr. Rowell, April 29, 1919.. .. ..*Not printed*

223. Return to an Order of the Senate dated May 22, 1918. That an humble Address be presented to His Excellency the Governor General, praying that His Excellency will cause to be laid upon the Table of the Senate a return of copies of all papers, letters, telegrams, memorials, petitions or other communications or documents in the possession of the Government or in that of His Honour the Speaker of the House of Commons, which may be available, in connection with the recent delegation from the farmers of Canada to present certain public and national questions and issues to the attention of the Cabinet and of the Parliament of Canada.—(*The Senate.*) April 29, 1919.. .. ..*Not printed.*

224. Return to an Order of the Senate dated 26th March, 1919, showing:—1. (1) Whether the Government has divested itself of all aerodromes, airships and air service plant. (2) Also, whether such property is retained by the Government, where it is situated, and of what does it consist. 2. (1) Also, is there any air service organization or personnel in Canada acting under the Government; and (2) If there is: (*a*) of what persons does it consist; (*b*) what is the qualification and rank of each person; (*c*) where are they respectively located; (*d*) what is each person's duty.—(*The Senate.*) April 29, 1919 .. ..*Not printed.*

225. Return to an Order of the House of the 24th March, 1919, for a copy of all telegrams, letters, correspondence, petitions and other documents in any way referring to the appointment of a postmaster at Port Hawkesbury, during the years 1918 and 1919. Presented April 30, 1919.—*Mr. Chisholm*.. .. ..*Not printed.*

226. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Mail and Empire* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 30, 1919.—*Mr. Proulx*.. ..*Not printed.*

226*a*. Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Mail and Empire* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Proulx.* *Not printed.*

227. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Star* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 30.—*Mr. Deslauriers* .. ..*Not printed*

227*a*. Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Star* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Deslauriers*.. ..*Not printed.*

228. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Montreal Star* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented April 30, 1919.—*Mr. Mayrand*.. .. ..*Not printed*

228*a*. Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Montreal Star* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Mayrand.* *Not printed.*

229. Copy of an agreement between His Britannic Majesty's Government and the Government of the French Republic respecting British War Graves in France, signed at Paris November 26, 1918. Presented by Hon. Mr. Rowell, April 30, 1919 ..*Not printed.*

230. Mr. Rowell, a Member of the King's Privy Council, laid before the House.—Copy of Order in Council, P.C. 2144, dated 2nd September, 1918, *re* application of the St. Lawrence River Power Company to construct certain works in the South Sault Channel of the St. Lawrence River.

P.C. 2145, dated 2nd September, 1918, appointing the Hon. Arthur Meighen, Minister of the Interior, and Hon. A. L. Sifton, Minister of Customs and Inland Revenue, to represent the Government of Canada at a conference with the representatives of the United States Government concerning the application of the St. Lawrence River Power Company.

P.C. 2509, dated 12th October, 1918,—Copy of report *re* result of negotiations concerning the application of the St. Lawrence River Power Company, and also in reference to the Order of the International Joint Commission authorizing the St. Lawrence River Power Company to construct certain works in the South Sault Channel of the St. Lawrence River.

CONTENTS OF VOLUME 10—*Continued.*

Copy of the Order of the said International Joint Commission authorizing the construction of the said works dated September 4, 1918. Interim Order and Opinion of International Joint Commission in the matter of the application of the St. Lawrence River Power Company for the approval of the construction and maintenance of a submerged weir in the South Channel of the St. Lawrence River near the mouth of its power canal at Massena, New York. Statement of the Case of the Government of the Dominion of Canada on such application. Presented by Hon. Mr. Rowell May 1, and 3, 1919.. .. ..*Printed for distribution and sessional papers.*

230a. Interim Order, Opinions of, and Hearings before the International Joint Commission in the matter of the application of the St. Lawrence River Power Company, for the approval of the construction and maintenance of a submerged weir in the south channel of the St. Lawrence River near the mouth of its power canal at Massena, New York. Presented by Hon. Mr. Rowell, May 14, 1919.

231. Copy of the Order of the International Joint Commission, in the matter of the measurement and apportionment of the St. Mary and Milk Rivers and their tributaries in the State of Montana and the Provinces of Alberta and Saskatchewan. Presented by Hon. Mr. Rowell, May 30, 1919.. .. ..*Not printed.*

232. Return to an Order of the House of the 28th April, 1919, for a copy of Mrs. Hambleton's report, dated in the month of May, 1918, and relating to Canadian flour mills. Presented May 1, 1919.—*Mr. Archambault*.. .. ..*Not printed*

233. Return to an Order of the House of the 27th March, 1919, for a Return showing:—Amount expended by the Government on newspaper advertising since August 4, 1915. Presented May 31, 1911.—*Mr. Sinclair*.. .. ..*Not printed.*

233a. Supplementary Return to an Order of the House of the 27th March, 1919, for a Return showing:—Amount expended by the Government on newspaper advertising since August 4, 1915, Presented June 2, 1919.—*Mr. Sinclair (Antigonish)*..*Not printed.*

234. Return to an Order of the House of the 7th April, 1919, for a copy of all correspondence in connection with the lease of the Government Fish Drier at Souris, Prince Edward Island, including copy of the advertisement calling for tenders on the 15th day of May, 1914, and a copy of the lease. Presented May 31, 1919.—*Mr. McIsaac.*
Not printed.

235. Return to an Order of the House of the 19th March, 1919, for a copy of all letters, telegrams, petitions and other documents in any way referring to a proposed mail route from Eden Siding to Marble Mountain, Inverness County, N.S. Presented May 1, 1919.—*Mr. Chisholm*.. .. ..

CONTENTS OF VOLUME 10—*Continued.*

237. Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, telegrams and other documents exchanged between Mr. L. D. Hara, Acting Superintendent of the Welland Ship Canal, and the Department of Railways and Canals and Justice Department, relative to the seizure of two cars of coal by the Fuel Controller of Thorold, Ont. Presented May 2, 1919.—*Mr. Fraser*.. .. ..*Not printed.*

238. Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, telegrams and other documents exchanged between Mr. L. D. Hara, Acting Superintendent of the Welland Ship Canal, and the Minister of Railways and Canals or any other person in the said Department relative to notice being served on Mrs. W. Thomas, of Thorold, Ont., to vacate her residence. Presented May 2, 1919.—*Mr. Fraser*.. .. ..*Not printed.*

239. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Manitoba Free Press* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented May 2, 1919.—*Mr. Mayrand* .. .. ..*Not printed.*

239a. Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Manitoba Free Press* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Mayrand*..*Not printed.*

240. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Halifax Herald* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented May 2, 1919.—*Mr. Proulx*.. .. ..*Not printed.*

246*a*. Supplementary Return to an Order of the House of the 19th Mrach, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Halifax Herald* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Proulx*.. ..*Not printed.*

241. Return to an Order of the House of the 23rd April, 1919, for a return showing how many acres of public land have been given to railway companies in the Dominion of Canada by the Federal Government from 1878 to the present time, and also showing how many acres were granted in each year during the above period of time. Presented by Hon. Mr. Meighen, May 2, 1919.. .. ..*Not printed.*

242. Return to an Order of the House of the 14th April, 1919, for a copy of all documents, correspondence and plans relating to the proposed construction of the Montreal Harbour Commissioners' bridge, extending from the City of Montreal to the South Shore. Presented May 5, 1919.—*Mr. Deslauriers*.. .. ..*Not printed.*

243. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto News* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented May 5, 1919.—*Mr. Proulx*.. .. ..*Not printed.*

243*a*. Supplementary Return to an Order of the House of the 19th Mrach, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto News* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Proulx*.. ..*Not printed*

244. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Globe* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented May 5, 1919.—*Mr. Deslauriers*.. .. ..*Not printed.*

244*a*. Supplementary Return to an Order of the House of the 19th Mrach, 1919, for a Return showing:—The amount, if any, paid by the Government to the *Toronto Globe* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Deslauriers*..*Not printed.*

245. Return to an Order of the House of the 23rd April, 1919, for a copy of all telegrams, letters and other correspondence exchanged between L. D. Hara or other persons connected with the Welland Ship Canal and the Department of Railways and Canals relative to the drowning of Michael Koehel, Lock Tender at Port Colborne. Presented May 5, 1919.—*Mr. Fraser*.. .. ..*Not printed.*

246. Report of the Director of the Military Service Branch on the operation of the Military Service Act, 1917. Presented by Hon. Mr. Meighen, May 6, 1919.. .. ..*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

246a. Copy of a letter from Mr. Justice Duff Central Appeal Judge, respecting his appreciation of the work of Mr. S. L. Dale Harris as Central Public Representative in connection with the administration of the Military Service Act. Presented by Sir Robert Borden, June 24, 1919.. .. ..*Not printed.*

247. Return to an Order of the House of the 14th April, 1919, for a copy of all documents relating to the investigation made by His Honour, Judge F. S. McLennan, in the matter of the soldiers' votes which were deposited at the St. John Barracks, in connection with the General Elections held on the 17th December, 1917: also a copy of the report thereon by the investigating commissioner, comprising the evidence and exhibits relating thereto, and copy of the correspondence and telegrams between the said Commissioner and members of the Government, together with statements of accounts in connection therewith. Presented May 6, 1919.—*Mr. Archambault.*
Not printed.

248. Return to an Order of the Senate dated March 25, 1919, showing:—1. Copies of all Orders in Council for the years 1915, 1916, 1917 and 1918 giving authority for the free importation of machinery and manufactured products or for importation at a lesser rate of duty than provided for in the customs tariff. 2. Classification of machinery or manufactured products so imported. 3. The value thereof 4. Port or ports of entry. 5. Country of origin.—(*The Senate.*) May 6, 1919.. ..*Not printed.*

249. Return to an Order of the House of the 28th April, 1919, for a Return showing:—1. Quantity of tons of lead pipe, or waste lead pipe, imported into Canada from United States during 1918, and at what ports of entry. 2. Quantity of tons of the different sizes, more particularly 4-inch pipes, so imported. 3. The names of the firms in the United States so exporting. 4. The names of the firms in Canada so importing. Presented May 7, 1919.—*Mr. Lemieux*.. .. ..*Not printed.*

250. Return to an Order of the House of the 2nd April, 1919, for a copy of all correspondence, letters, telegrams and recommendations relating to the appointment of a keeper of Free Stone Island light-house, County of Richmond, Nova Scotia, in the year 1918. Presented May 7, 1919.—*Mr. Duff*.. .. ..*Not printed.*

251. Return to an Order of the House of the 31st March, 1919, for a Return showing amounts paid by the Government for advertising to the following papers: *Dundalk Herald, Flesherton Advance, Markdale Standard, Durham Chronicle, Hanover Post*, and *Grey* (Durham) *Review* during the year ending March 26, 1919. Presented May 7, 1919.—*Mr. Proulx*.. .. ..*Not printed.*

252. Return to an Order of the House of the 31st March, 1919, for a Return showing amounts paid the *Toronto Globe* and *Toronto Star*, respectively, for Government advertising during the year ending March 26, 1919. Presented May 7, 1919.—*Mr. Proulx.*
Not printed.

252a. Supplementary Return to an Order of the House of the 31st March, 1919, for a Return showing amounts paid the *Toronto Globe* and *Toronto Star*, respectively, for Government advertising during the year ending March 26, 1919. Presented June 2, 1919 —*Mr. Proulx*.. .. ..*Not printed*

253. Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amounts, if any, paid by the Government to the *Montreal Gazette* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented May 8, 1919.—*Mr. Mayrand*.. .. ..*Not printed*

253a. Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—The amounts, if any, paid by the Government to the *Montreal Gazette* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented June 2, 1919.—*Mr. Mayrand*..*Not printed.*

254. Return to an Order of the House of the 16th April, 1919, for a copy of all correspondence, telegrams and other documents in connection with the application of the Shell Transport and Trading Company for the grant of certain oil lands. Presented May 12, 1919.—*Mr. Lemieux*. .. ..*Not printed.*

255. Report of the Ministry Overseas Military Forces of Canada, 1918. Presented by Sir Edward Kemp, May 12, 1919.. .. ..*Not printed.*

256. Return to an Order of the House of the 12th May, 1919, for a copy of the lease or leases granting the use of some 10,000 acres of land of the St. Peter's Indian Reserve for a term of five years from the first of May, 1918, to Charles Bird and Jacob Jonnason, of St. Peters, and Rufus Stephen Benson and Rufus Henrickson of Selkirk. Presented May 14, 1919.—*Mr. Rabb*. .. ..*Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

257. Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The amount of money the Government has spent during the last twelve months advertising in the daily and weekly papers and periodicals or magazines (*a*) in Canada, and (*b*) outside of Canada. 2. Whether the Government paid a higher rate for this advertising than if they had placed it through the regular advertising agencies. Presented May 14, 1919.—*Mr. Pedlow*.. .. ..*Not printed.*

257*a*. Supplementary Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The amount of money the Government has spent during the last twelve months advertising in the daily and weekly papers and periodicals or magazines (*a*) in Canada, and (*b*) outside of Canada. 2. Whether the Government paid a higher rate for this advertising than if they had placed it through the regular advertising agencies. Presented June 2, 1919.—*Mr. Pedlow*.. .. ..*Not printed.*

258. Copies of contracts with respect to the reconstruction of the Parliament Building. Presented by Hon. Mr. Carvell, May 15, 1919.. .. ..*Not printed.*

259. Return to an Order of the House of the 28th April, 1919, for a Return showing:—1. The number of Canadian Officers belonging to the Canadian Expeditionary Force promoted to the rank of Brigadier-General since the beginning of the war, to date. 2. Their names, the military rank which they held at the time they left for overseas, and the military district to which they belong. Presented May 19, 1919.—*Mr. Prevost.* *Not printed.*

260. Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, petitions and other documents concerning the prosecution entered against Mr. Ben H. Spence, Secretary of the Ontario Branch of the Dominion Alliance, for publishing objectionable matter. Presented May 19, 1919.—*Mr. Lemieux*.. .. ..*Not printed.*

261. Return to an Order of the House of the 7th May, 1919, for a Return showing:—1. Names of the private cars that were in the wreck on the Toronto and Ottawa train (Canadian National Railways, 21st-22nd April last), and the name of the respective Minister to which each private car is assigned. 2. Who paid for the attendance, transportation and supplies for these private cars respectively, during the trip. 3. The amount of damage which resulted from this wreck for each private car and by whom the said damage will be paid. 4. Number of private cars used by Ministers and high officials of the Government, the name of each car, and the name of each Minister and high official using same. 5. How many of these private cars, if any, have been used from time to time since 1911, by members of the family of the Ministers or high officials exclusively for social and pleasure trips. Presented May 19, 1919. —*Mr. D'Anjou*.. .. ..*Not printed.*

262. Return to an Order of the House of the 16th April, 1919, for a Return showing:—1. Amount paid by the Government to the Canadian Press Association during the calendar year 1918. 2. Whether the advertising for the last Victory Loan was distributed to the newspapers directly by the Department of Finance, or through advertising agencies. 3. If through advertising agencies, how much was paid in commissions to the advertising agents. 4. The total cost of advertising the last Victory Loan. Presented May 19, 1919.—*Mr. Sinclair, (Antigonish)*.. .. ..*Not printed.*

263. Return to an Order of the House of the 12th May, 1919, for a Return showing:—1. Name of the Deputy Minister of the Department of Soldiers' Civil Re-Establishment. 2. When he was appointed. 3. His salary. 4. Whether he is a returned soldier. 5. If not, whether any attempt was made to obtain the services of a returned soldier. 6. Whether the present Deputy Minister has any special qualifications which would fit him to deal with returned men and their problems. 7. What educational experience the present Deputy Minister has. 8. Whether he is familiar with principles of education. 9. Why Mr. Sedgeworth resigned from the position of Director of Vocational Training. 10. Whether Mr. Sedgeworth had any disagreement with the Minister or Deputy Minister on matters of policy affecting the welfare of returned men. 11. Number of people employed on the Publicity Staff of the Department of Soldiers' Civil Re-Establishment, and salary paid to each. 12. Amount expended by this Department during the past six months for publicity purposes. 13. Whether it is true that only returned officers are offered the higher positions in this Department. 14. Whether the previous appointments held by Mr. Sedgeworth and Mr. Robinson were made through the Civil Service Commission. 15. Whether the position of Secretary of the Pension Board has been advertised. Presented May 19, 1919.—*Mr. Power.* *Not printed.*

264. Return to an Order of the House of the 19th March, 1919, for a Return showing:—1. The total number of men recruited during the war, combatants and non-combatants, (*a*) in the whole of Canada; (*b*) in each province. 2. The total number of men recruited during the war in Canada, (*a*) as per nationality; (*b*) as per religion; (*c*) as per nationality provincially; and (*d*) as per religion provincially. 3. The total

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number of men defranchised in Canada, (*a*) in the whole of Canada; (*b*) in each province. 4. The total number of men and women engaged in war work, (*a*) in Canada; (*b*) in each province. Presented May 20, 1919.—*Mr. Blake*. . . . . *Not printed.*

265. Return to an Order of the House of the 23rd April, 1919, for a copy of the report made by Lt. Jarvis, R.C.N., in regard to the steamer *Stadacona*. Presented May 21, 1919. —*Mr. Duff*. . . . . *Not printed*

265*a* Return to an Order of the House of the 7th May, 1919, for a Return showing:—1. Whether H.M.C.S. *Stadacona* was repaired by the Halifax Shipyards, Ltd., during the summer of 1918. 2. If so, why repairs were necessary. 3. Cost of the repairs. 4. Whether the *Stadacona* struck a rock on the Cape Breton coast during the year 1918. 5. If so, who was held responsible for the striking of said rock. 6. How many times during the war the *Stadacona* has been aground. 7. Where the vessel was during the month of July, 1917. 8. Whether she, during July, 1917, took a party of Naval Officers to Labrador. 9. If so, the purpose of this trip. 10. Whether the ship was in constant communication with the Naval authorities during that trip. 11. Whether the *Stadacona* was used as a yacht, or to provide living accommodation for any officers in the Canadian Naval Service during 1917 or 1918. Presented May 30, 1919.—*Mr. D'Anjou*. . . . . *Not printed.*

266. Return to an Order of the House of the 5th May, 1919, for a Return showing:—1. Value of farm implements exported during the years 1912, 1913, 1914, 1915, 1916, 1917 and 1918. 2. To which countries the said implements were exported, and who the exporters were. 3. Whether any tractors were exported. Presented May 20, 1919.—*Mr. Dechene*. *Not printed.*

267. Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, petitions and other papers concerning the proposed acquisition by the Dominion Government of the Gaspé Railway System. Presented May 28, 1919.—*Mr. Lemieux.* *Not printed*

268. Return to an Order of the House of the 19th March, 1919, for a return showing the names, post office addresses, length of service, date of appointment, and yearly remuneration of all fishery guardians in the Province of Nova Scotia, along with a list of the names of the parties by whom the said guardians were recommended. Presented May 28, 1919.—*Mr. Sinclair, (Antigonish)* . . . . . *Not printed*

269. Report of The War Trade Board, from 8th February, 1918 to 31st March, 1919. Presented by Hon. Mr. Maclean, May 28, 1919...
Printed for distribution and sessional papers.

270. Return to an Order of the Senate, dated May 13, 1919, showing:—1. A copy of the evidence taken on an inquiry of the Department of Railways through the claims agent at Moncton, New Brunswick, into the claim of Mrs. Annie Girroir, of Tracadia, Nova Scotia, widow, for damages to her property by water claimed to have been caused by the narrowing of the railway bridges opposite said property. 2. The names of the witnesses examined. 3. The time spent at said examination. 4. The place where said examination was held. 5. Whether the claimant was present or was represented by Counsel at said inquiry. 6. Whether the claimant was given notice of said inquiry. 7. What length of notice was given claimant previous to the date set for said inquiry. 8. A copy of the decision of the Legal Department of Railways with regard to said claim. (*The Senate*) May 29, 1919. . . . . *Not printed.*

271. Return to an Order of the House of the 19th March, 1919, for a copy of all correspondence, letters and other documents exchanged between the Government or any Department or Commission thereof and Lieutenant Commander J. K. L. Ross, relating to appointments to the staff of the Board of Pension Commissioners, by the Civil Service Commission. Presented May 30, 1919.—*Mr. Kay*. . . . . *Not printed*

271*a* Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, and other documents exchanged between the Government or any Member thereof, or any Department or Commission thereof, and the Board of Pension Commissioners or any Member thereof, relative to appointments to the staff of the Board of Pension Commissioners by the Civil Service Commission. Presented July 5, 1919. *Mr. Kay* *Not printed*

272. Return to an Order of the House of the 5th May, 1919, for a copy of all correspondence between the Government and the City of Quebec and other stockholders in Quebec, London, New York and elsewhere, with reference to the proposed purchase by the Government of the minority stock of the Quebec and Lake St. John Railway and of the Great Northern Railway of Canada, now forming part of the mileage of the Canadian Northern Railway operated by the Government. Presented May 30, 1919.—*Mr Lavigueur*. . . . . *Not printed*

CONTENTS OF VOLUME 10—*Continued.*

272*a*. Return to an Order of the House of the 23rd April, 1919, for a copy of all correspondence, between the Government, the City of Quebec and other shareholders of the Great Northern Railway Company of Canada and the Quebec and Lake St. John Railway, as to the acquisition by the Government of the minority holdings of the stock in these railways, which are now being operated by the Government as part of the Canadian National Railway System. Presented May 30, 1919.—*Mr. Lavigueur*.. ..*Not printed.*

272*b*. Supplementary Return to an Order of the House of the 5th May, 1919, for a copy of all correspondence between the Government and the City of Quebec and other stockholders in Quebec, London, New York and elsewhere, with reference to the proposed purchase by the Government of the minority stock of the Quebec and Lake St. John Railway and of the Great Northern Railway of Canada, now forming part of the mileage of the Canadian Northern Railway operated by the Government. Presented June 19, 1919.—*Mr. Lavigueur*.. .. ..*Not printed.*

273. Return to an Order of the House of the 8th May, 1919, for a copy of all telegrams, letters, petitions and other documents, exchanged between the Post Office Department and any person in Inverness County during 1918 and 1919, in any way referring to the mail contract for carrying the mails from Inverness Railway Station to Margaree Harbour, N.S. Presented May 30, 1919.—*Mr. Chisholm*.. ..*Not printed.*

274. Return to an Order of the House of the 7th May, 1919, for a Return showing:—1. The refit cost for Canadian trawler *Vimy* during the year 1918. 2. Whether the firm of Burns & Keeler, Halifax, did any work on trawler *Vimy*. 3. If so, amount paid for such work. 4. How long trawler *Vimy* was in Halifax during the year 1918. 5. What the duties of that vessel were in Halifax. Presented May 30, 1919.—*Mr. D'Anjou*.. .. ..*Not printed.*

275. Reports, Returns and Statistics of the Food and Drug Laboratories of the Department of Trade and Commerce, for the fiscal year ended March 31, 1919. Presented by Hon. Mr. Maclean, June 2, 1919.. .. ..*Not printed.*

276. Final Report of the Fuel Controller, from the establishment of the office in June, 1917, to March, 1919. Presented by Hon. Mr. Maclean, June 2, 1919....*Not printed*

277. Return to an Order of the House of the 22nd May, 1919, for a Return showing:—1. Whether any orders for the purchase of fish for shipment overseas were placed with any companies in Canada by the Canadian Government, or any department thereof, or the War Purchasing Commission, in the years 1915, 1916, 1917, 1918, 1919. 2. If so, what the names of the companies are, and the value of the orders placed with each. Presented June 2, 1919.—*Mr. Steele*.. .. ..*Not printed.*

277*a*. Return to an Order of the House of the 15th May, 1919, for a Return showing the quantities of fresh (frozen) and salt fish shipped from Canada to England, France and other allied countries overseas, under the direction of the Canadian Government, during the war, distinguishing between salt and fresh fish; also setting forth the quantities supplied to the Canadian troops overseas and the quantity sold to the ordinary consumer; also a statement in detail showing the names and Post Office addresses of the parties from whom the said fish was purchased and the prices paid therefor, respectively. Presented June 21, 1919.—*Mr. Sinclair* (*Antigonish.*) *Not printed.*

278. Return to an Order of the House of the 26th May, 1919, for a Return showing:—1. Whether Hadley B. Tremaine, M.P., for Hants, is in the employ of the Government of Canada or in any way connected with the Military Forces of Canada. 2. If so, when he was first appointed. 3. In what capacity he is so engaged, and what salary he receives. 4. Pay received from the outbreak of the war up to and including the 12th day of May, 1919. 5. Whether the wife of the said Hadley B. Tremaine is in receipt of separation allowance. If so, how much she has received to date. 6. If the said Hadley B. Tremaine was and is in receipt of pay from the Military Forces of Canada, whether he was and is in receipt of his indemnity as member of the Parliament of Canada. Presented June 2, 1919.—*Mr. D'Anjou*.. .. ..*Not printed.*

279. Report on Export of Electricity from Canada, and Report of the Power Controller Presented by Hon. Mr. Maclean, June 2, 1919.. .. ..*Not printed.*

280. Return to an Order of the House of the 19th March, 1919, for a copy of all papers and correspondence concerning the installation of wireless equipment upon the steamers built or to be built for the Government as well as a copy of all tenders submitted and contracts executed in that connection since August 4, 1914. Presented June 5, 1919.—*Mr. McMaster*.. .. ..*Not printed.*

281. Letter of the Honourable T. A. Crerar, M.P., to the Right Honourable the Prime Minister resigning his position as Minister of Agriculture and the letter of the Prime Minister in acknowledgment thereof. Presented by Sir Robert Borden, June 6, 1919.. .. .. .. *Not printed.*

CONTENTS OF VOLUME 10—*Continued.*

282. Return to an Order of the House of the 9th April, 1919, for a Return showing:—1. How many attorneys residing and practising in the City of Montreal have been employed by the Government during the fiscal year which expired on March 31, 1919. 2. Their names and how much each one was paid for services rendered. Presented June 9, 1919.—*Mr. Tobin*.. .. .. .

CONTENTS OF VOLUME 10—*Continued.*

293. Return to an Order of the House of the 5th June, 1919, for a Return showing:—1. Referring to page 381 of the Report of the Ministry Overseas Military Forces of Canada, 1918, and to the Chapter entitled, "Canadian Army Medical Corps." Whether Lieutenant-Colonel Jenkins was named by Sir Edward Kemp and the Sub. Militia Council, or by either of them, under Order No. 31, to investigate and report upon the financial or other dealings of the Canadian Army Medical Service in Europe. 2. Whether the said Lieutenant-Colonel Jenkins made progress reports from time to time. If so, whether such progress reports were sent to Sir Edward Kemp's London Office. 3. Whether the said Jenkins, (*a*) Made a full and final report to Sir Edward Kemp, and (*b*) Whether the said full and final report was received by the Minister in or about the month of November, 1918. 4. If so, after receiving the said final report, whether Sir Edward Kemp had an interview with the said Colonel Jenkins at which a copy of the said report was produced, and after discussion retained by Sir Edward Kemp. 5. Whether the said report disclosed incompetence, neglect, and the wasting of large sums of money in the Canadian Army Medical Service Overseas. 6. Whether the said Order No. 31 and the final report of Colonel Jenkins will be laid on the table of the House. If so, when. 7. Whether there is any objection to the said Order or Report being produced. If so, what the objection is. Presented June 13, 1919.—*Mr. Murphy.*
Not printed.

294. Report of the Civil Service Commission on the Classification of the Civil Service of the Dominion of Canada, as authorized by the Parliament of Canada. Presented by Hon. Mr. Maclean, June 17, 1919.. .. ..*Printed for distribution.*

294. Report of the Civil Service Commission on the Classification of the Civil Service of the Dominion of Canada, as authorized by the Parliament of Canada.—(French copy). Presented by Hon. Mr. Maclean, June 26, 1919.. .. ..*Printed for disstsribution.*

294*a*. Report of Transmission to accompany the Classification of the Civil Service of Canada, describing the schedules for the classification of positions and the standardization of compensation, etc. Presented by Hon. Mr. Maclean, June 26, 1919.
Printed for distribution.

295. Return to an Order of the Senate dated May 9, 1919, showing:—Copies of charges and accounts of foundry companies in Nova Scotia against Department of Naval Service for hull repairs and supplies and engine room repairs and supplies H.M.C.S. *Canada*, in fiscal year 1918-19. (*The Senate.*).. .. ..*Not printed.*

296. Return to an Order of the House of the 11th June, 1919, for a Return showing:—1. Amount paid by the Government to the Canadian Car & Foundry Company, Limited, for the use of the Malleable Iron Works, so called, at Amherst, Nova Scotia, as an Internment Camp for alien prisoners. 2. Whether this property is held under lease. If so, when the lease will terminate. 3. Whether there are any outstanding accounts with the above named company against the Government. If so, the nature of these accounts and the respective amounts thereof. Presented June 19, 1919.—*Mr. Copp*.. .. ..*Not printed.*

297. Return to an Order of the House of the 11th June, 1919, for a Return showing:—1. In how many cases the Honourable Albert Sévigny, K.C., of Montreal, was employed to represent the Government or any Department thereof, at Montreal, or any other place in the Province of Quebec, between the 1st of April, 1918, and the 1st of May, 1919. 2. Amount paid by the Government to the said Honourable Albert Sévigny for his services in each case. Presented June 19, 1919.—*Mr. Lanctot*.. .. ..*Not printed.*

298. Copy of Order in Council, P.C. 1127, dated 28th May, 1919, respecting a credit of six million dollars to Italy for the purchase of frozen beef now in storage in Canada. Presented by Hon. Mr. Maclean, June 21, 1919.. .. .. *Not printed*

299. Progress Reports of the Medical Services, Overseas Military Services of Canada, from January 1, 1917, to March 31, 1919. Presented by Hon. Mr. Calder, June 21, 1919.
Not printed.

300. Return to an Order of the House of the 4th June, 1919, for a Return showing:—1. Referring to page 459 of the Report of the Ministry Overseas Military Forces of Canada, 1918, and to paragraph (c) Topical Films; what the total amount paid for the films in question was. 2. Whether such payment was made by or through the Canadian War Records Office in London. If not, by whom such payment was made. 3. To whom such payment was made. 4. Whether the said films, or moving pictures were exhibited in Canada and elsewhere. If so, in what countries. 5. Whether an admission fee was charged at each of such exhibitions. If so, what the total cash proceeds were and to whom the money was paid. 6. Whether the Canadian Government has received the whole, or any part of the said cash proceeds. If not, what action, if any, has been taken to recover the money. 7. Whether the said films were given, sold, leased, or otherwise disposed of to a private company. If so, the terms and

CONTENTS OF VOLUME 10—*Continued.*

the names of the members of such company. 8. Whether it is true, as alleged in certain English papers, that the cost of the Canadian War Paintings which were exhibited in England, was defrayed out of the proceeds of the exhibition of the said films, or moving pictures. If so, who had the custody of the funds if they were not turned over to the Government. 9 Whether the Famous Players Film Company had any connection with any of the matters hereinbefore enquired about. If so, what and on what terms. Presented June 21, 1919.—*Mr. Murphy*.. .. .. ..*Not printed.*

301. Return to an Address to His Excellency the Governor General of the 24th April, 1918, for a copy of the correspondence and all papers generally exchanged between the Canadian Government, the Imperial authorities and certain portions of His Majesty's Dominions with a view to give effect to the conclusions of the Dominion Royal Commission. Presented June 23, 1919.—*Mr. Lemieux*.. .. ..*Not printed.*

302. Return to an Order of the House of the 4th June, 1919, for a copy of the report made by Mr. Décarie, local superintendent of the Department of Public Works, relating to the wharf at Cacouna East; also copy of the petition showing the names of the persons who signed requesting the construction of said wharf; also copy of the reports, letters, petitions and requests received from J. A. Tremblay respecting said wharf. Presented June 23, 1919.—*Mr. Gauvreau*.. .. ..*Not printed*

303. Correspondence relating to the resignation of Lieut-Colonel F. McKelvey Bell, M.D., as Director of Medical Services. Presented by Sir Robert Borden, June 21, 1919.
Not printed.

304. Return to an Order of the House of the 7th April, 1919, for a copy of all correspondence, petitions and other papers concerning the parole or pardon of one Charles McMillan, one Pearson, and one Heaton, sentenced to a certain term of imprisonment in the Alberta Penitentiary. Presented June 26, 1919.—*Mr. Mackie, (Edmonton).*
Not printed.

305. Copy of an opinion given by the Minister of Justice re Interprovincial traffic in intoxicating liquor, and copy of an opinion given by the Acting Deputy Minister of Justice on the same subject. Presented by Sir Robert Borden, June 27, 1919.. .. .. ..*Not printed.*

306. Third Report of the War Purchasing Commission, covering period from April 1, 1918, to March 31, 1919. Presented by Sir Robert Borden, July 1, 1919.. .. .. ..*Not printed.*

307. Return to an Order of the House of the 30th April, 1919, for a Return showing the number of conscientious objectors still in jail for contravention of the Military Service Act. Presented July 1, 1919.—*Mr. Lemieux*.. .. ..*Not printed.*

308. Return to an Order of the House of the 23rd June, 1919, for a Return showing: 1. Pensions granted by the Board of Pension Commissioners during the year ending December 31, 1918. 2. Number of pensions refused by said Board during 1918. 3. Whether a member of the Board of Pension Commissioners examined each case before granting or disallowing the same. 4. Whether the granting or disallowing of claims was signed by a member of the said Board, and individually checked by them. 5. Number of complaints regarding pensions made to the said Board of Pension Commissioners during 1918, and during the months of January, February, March and April, 1919. 6. Total expenditure for pensions for the year ending December 31, 1918. 7. Total expense of administering the Pension Act for the year ending December 31, 1918. Presented July 1, 1919.—*Mr. McGibbon*.. .. ..*Not printed.*

309. Return to an Order of the House of the 26th March, 1919, for a copy of all letters, telegrams, petitions, or other documents on file with the Post Office Department received since January 1, 1912, relating to the keeping open or closing of the post office at Sea View, P.E.I. Presented July 1, 1919.—*Mr. Sinclair, (P.E.I.)* .. .. .. *Not printed.*

310. Return to an Order of the House of the 19th March, 1919, for a Return showing: The amount, if any, paid by the Government to the Halifax *Chronicle* for printing, advertising, job or other work for each of the following five fiscal years: 1914, 1915, 1916, 1917, 1918. Presented July 1, 1919.—*Mr. Proulx*.. .. ..*Not printed*

311. Return to an Order of the House of the 11th June, 1919, for a Return showing:—1. Rentals paid by the Government during the years 1914, 1915, 1916, 1917, 1918 and 1919, to Mr. Huntley Drummond, of Montreal, for the lease of the Drummond Building. 2. Departments of the Government which were, and are located in the said building. Presented July 1, 1919.—*Mr. Brouillard* .. .. *Not printed*

312. Return to an Order of the House of the 5th May, 1919, for a Return showing:—1. What rental per month the Government pays for all branches of Government service in the City of Edmonton. 2. What several branches of Government service are represented in Edmonton. 3. What building or buildings they occupy, and the monthly rental of each branch of the service. Presented July 1, 1919.—*Mr. Douglas, (Strathcona)*
Not printed.

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313. Return to an Order of the House of the 8th May, 1919, for a copy of all letters, telegrams and other papers regarding the supplies purchased for Yukon Telegraph Lines during the fiscal year 1918-1919, including copy of all tenders, the names of the tenderers and the amount of each tender. Presented July 2, 1919.—*Mr. Lemieux... Not printed.*

314. Return to an Order of the House of the 23rd April, 1919, for a copy of all letters, telegrams, memoranda, contracts, reports, despatches, recommendations, agreements made, received, sent or entered into by any of the Departments of the Government, and any persons, companies or corporations with reference to, or resulting from the construction of the dam across the St. Maurice river at the place called Grand'Mère. Presented July 4, 1919.—*Mr. Desaulniers*.. .. ..*Not printed.*

315. Return to an Order of the House of the 23rd April, 1919, for a copy of all reports, recommendations, letters, memoranda, messages and estimates having reference to the construction of the piers used to anchor the booms which hold the logs that are floated on the St. Maurice river at Ste. Flore Station or above the Grand'Mère dam. Presented July 4, 1919.—*Mr. Desaulniers*.. .. ..*Not printed.*

316. Return to an Order of the House of the 25th June, 1919, for a Return showing:—1. When the War Bonus was distributed to the Inside Civil Service. 2. What Departments received said bonus. 3. Whether the same amounts were distributed to every Civil Servant in each Department. 4. Whether a bonus was distributed to the Civil Servants in the Soldiers' Civil Re-Establishment Department, and in the Department of the Board of Pensions Commissioners. 5. Whether any bonuses were distributed to the Civil Servants in the Department of the Canada Food Board. If so, when. If not, why. 6. Whether a Civil Servant who was employed in the Militia Department at the time the first Order in Council was passed granting bonuses, is entitled to said Bonus, although said Civil Servant has been transferred to another Department since. 7. Whether it is the intention of the Government to grant Bonuses this year. Presented July 4, 1919.—*Mr. Archambault*.. .. ..*Not printed.*

317. Return to an Order of the House of the 8th May, 1919, for a Return showing the amounts paid for advertising, printing, etc., by the various Departments of the Government during the fiscal years 1916, 1917, 1918 to the following newspapers: The Brantford *Expositor*, The Woodstock *Sentinel Review*, The Stratford *Beacon*, The Kingston *Whig*, The Hamilton *Times*, The Toronto *Globe*, The Toronto *Star*, the Guelph *Mercury*, The Niagara Falls *Review*, The St. Catharines *Journal*, The Ingersoll *Chronicle*, The Orillia *Times*, The Belleville *Ontario*, The Simcoe *Reformer*, The Richmond Hill *Liberal*, The Acton *Free Press*, The Mitchell *Recorder*, and the Owen Sound *Sun*. Presented July 4, 1919.—*Mr. Lemieux*.. .. ..*Not printed.*

318. Report of the Administrative Chairman of the Honourary Advisory Council for Scientific and Industrial Research of Canada, for the year ending March 31, 1919. Presented by Hon. Mr. Burrell, July 4, 1919.. .. ..*Not printed.*

319. Return to an Order of the House of the 23rd June, 1919, for a copy of all reports, Orders in Council, and all other papers in connection with the Halifax Relief Commission, including a statement of all receipts and expenditures in this connection up to May 31, 1919. Presented July 4, 1919.—*Mr. Duff*.. .. ..*Not printed.*

320. Return to an Order of the House of the 19th May, 1919, for a copy of all correspondence, memoranda, reports, plans and estimates relating to the construction of the retaining wall, along the shore of the St. Lawrence River, opposite the village of St. François-Xavier de Batiscan, in the County of Champlain. Presented July 5, 1919.—*Mr. Desaulniers*.. .. ..*Not printed.*

321. Return to an Order of the House of the 9th June, 1919, for a copy of all documents, telegrams and correspondence between the Federal Department of Agriculture and the Department of Agriculture of Prince Edward Island, or any person or persons in the Maritime Provinces, relating in any way to the Maritime Seed Fair, held in Summerside, Prince Edward Island, in 1918. Presented July 5, 1919.—*Mr. Sinclair, (P.E.I.)* *Not printed.*

322. Return to an Order of the House of the 3th June, 1919, for a Return showing for each year from July 1, 1867, the amount received into the Dominion Treasury as (*a*) Customs duties; (*b*) Excise duties; (*c*) Custom and Excise duties together; also amount paid to the Governments of the Provinces as (*a*) allowances for support of governments and legislatures; (*b*) annual grants of subsidy to the said Governments; (*c*) allowances and subsidy together, and the proportion which such payments bore to the receipts from Custom and Excise. Presented July 5, 1919.—*Mr. Fielding*.. .. ..*Not printed.*

323. Ordinances of the Yukon. Presented by Hon. Mr. Rowell, July 5, 1919... ..*Not printed.*

ANNUAL REPORT

OF THE

DEPARTMENT

OF

IMMIGRATION AND COLONIZATION

FOR THE

FISCAL YEAR ENDED MARCH 31, 1918

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

[No. 18—1919.]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to lay before Your Excellency the report of the transactions of the Department of Immigration and Colonization for the fiscal year ended March 31, 1918.

Respectfully submitted,

J. A. CALDER,
Minister of Immigration and Colonization

OTTAWA, August 2, 1918.

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REPORT

OF THE

DEPARTMENT OF IMMIGRATION AND COLONIZATION

1917-18.

From Confederation immigration was handled by the Department of Agriculture until March 14, 1892, when it was taken over by the Department of the Interior, and remained a branch of that department until October 12, 1917, when by order in council the new department was created. This report covers, therefore, not only the portion of the fiscal year since the establishment of the department, but also the period from April 1, 1917 to October 12, 1917, when the Immigration Branch formed a portion of the Department of the Interior.

In the first annual report of the new department it may not be amiss to give, for a period of years, the figures of immigration as shown in departmental records and previous reports. The following table is accordingly submitted:

IMMIGRATION TO CANADA.

Period.	From British Isles.	From United States.	From other countries.	Totals.
Calendar year 1881	17,033	21,822	9,136	47,991
" 1882	41,283	58,372	12,803	112,458
" 1883	45,439	78,508	9,677	133,624
" 1884	31,787	65,886	6,151	103,824
" 1885	18,591	57,506	3,072	79,169
" 1886	23,507	40,650	4,995	69,152
" 1887	31,104	41,046	12,376	84,526
" 1888	30,852	44,952	12,962	88,766
" 1889	19,384	67,896	4,320	91,600
" 1890	21,793	50,336	2,938	75,067
" 1891	22,042	52,516	7,607	82,165
" 1892	22,636	.....	8,360	30,996
" 1893	20,071	.....	9,562	29,633
" 1894	16,004	.....	4,825	20,829
" 1895	14,956	.....	3,834	18,790
" 1896	12,384	.....	4,451	16,835
" 1897	11,383	2,412	7,921	21,716
" 1898	11,173	9,119	11,608	31,900
" 1899	10,660	11,945	21,938	44,543
Six months ended June 30, 1900	5,141	8,543	10,211	23,895
Fiscal year ended June 30, 1901	11,810	17,987	19,352	49,149
" " 1902	17,259	26,388	23,732	67,379
" " 1903	41,792	49,473	37,099	128,364
" " 1904	50,374	45,171	34,786	130,331
" " 1905	65,359	43,543	37,364	146,266
" " 1906	86,796	57,796	44,472	189,064
Nine months ended March 31, 1907	55,791	34,659	34,217	124,667

IMMIGRATION TO CANADA—*Continued.*

Period.	From British Isles.	From United States.	From other countries.	Totals.
Fiscal year ended March 31, 1908	120,182	58,312	83,975	262,469
" " 1909	52,901	59,832	34,175	146,908
" " 1910	59,790	103,798	45,206	208,794
" " 1911	123,013	121,451	66,620	311,084
" " 1912	138,121	133,710	82,406	351,237
" " 1913	150,542	139,009	112,881	402,432
" " 1914	142,622	107,530	131,726	384,878
" " 1915	43,276	59,779	41,734	144,789
" " 1916	8,664	36,937	2,936	48,537
" " 1917	8,282	61,389	5,703	75,374
" " 1918	3,178	71,314	4,582	79,074

In connection with the consideration of the above table it is well to remember that the system of collection of immigration statistics has varied from time to time. From 1882 to 1891 a count was kept of persons crossing the international boundary at various points. Those entering Canada were counted as actual immigrants, without precaution being taken to ascertain if they were arriving for the first time or if they intended to remain. Many so counted were no doubt Canadians returning after an absence of a week, and others no doubt were entering the Dominion intending to make only a short visit. This practice was abandoned in 1892 as misleading and has not since been resumed. For the years 1892 to 1896 no count was kept of the numbers entering from the United States, and while to say there were no arrivals during that period would certainly be inaccurate, still the number arriving was believed to be small. Until 1908, no system existed for the counting of immigration from the United States to Eastern Canada. The present system of collection of immigration statistics is reasonably accurate, and while in former years the system may have been somewhat faulty, it is quite clear, with the large immigration reported, that many came who did not stay. If Canada is losing not only a considerable portion of her immigrants, but in addition, as is frequently alleged, is failing to retain her Canadian-born population, the causes which produce such a result are worthy of the most careful consideration of the Government.

During the past fiscal year the total immigration was 79,071, of which 71,314 came from the United States. While the war continues, immigration, except from the United States, must be negligible and consequently, expenditure elsewhere has been kept at the lowest possible point. In England, the services of the staff have been utilized in arranging for the return to Canada of women and children anxious to reach their former homes. In Canada, the staff have had many duties to perform not regularly pertaining to their work. Chief amongst these may be mentioned investigating reports regarding alien enemies and suspicious characters, and the issuing of "permits to leave Canada" to males between the ages of 18 and 45 years, who for business or other reasons require to absent themselves from the Dominion.

Immigration figures, in detail, are given in the report of the Superintendent of Immigration, and a brief account of the work in the United States is submitted by the Inspector of United States Agencies.

W. W. CORY,

Acting Deputy Minister of Immigration and Colonization.

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

W. D. Scott.

Summary for the fiscal year, 1917-18.

Per ocean travel:—			
Halifax		1,343	
Victoria		1,187	
North Sydney		1,159	
St. John		1,009	
Quebec		777	
Vancouver		664	
New York	1,492		
Boston	124		
Portland	5		
		1,621	
			7,760
From the United States			71,314
Total			79,074

Comparative Statement.—Immigration to Canada, via Ocean Ports, by months, for the fiscal year 1917-18, compared with that of the fiscal year 1916-17.

	1916-17.				1917-18.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	354	557	269	1,180	271	171	89	531
May	347	671	314	1,332	348	239	160	747
June	402	798	495	1,695	236	262	101	599
July	387	759	377	1,523	227	249	144	620
August	379	734	312	1,425	208	270	145	623
September	356	883	363	1,602	159	377	176	712
October	471	814	364	1,649	280	329	205	814
November	378	833	313	1,524	138	164	118	420
December	264	385	186	835	265	401	221	887
January	134	247	123	504	216	99	59	374
February	119	160	77	356	207	59	26	292
March	180	125	55	360	224	621	296	1,141
Totals	3,771	6,966	3,248	13,985	2,779	3,241	1,740	7,760

COMPARATIVE STATEMENT.—Immigration from the United States to Canada, by months, for the fiscal year 1917-18, compared with that of the fiscal year 1916-17.

	1916-17.				1917-18.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	3,400	1,209	1,087	5,696	10,283	2,138	1,988	14,409
May	2,671	1,116	796	4,583	6,788	2,031	1,677	10,499
June	2,315	1,130	703	4,148	3,842	1,694	1,265	6,806
July	2,617	1,066	767	4,450	3,001	1,281	887	5,161
August	4,244	1,077	738	6,059	3,512	1,235	968	5,715
September	4,222	1,105	693	6,020	3,431	1,095	851	5,377
October	2,848	1,085	861	4,794	2,837	1,180	1,055	5,072
November	2,295	851	686	3,832	2,597	917	855	4,369
December	1,832	790	548	3,170	2,043	690	500	3,233
January	2,921	672	415	4,008	1,691	474	321	2,486
February	2,513	717	541	3,771	1,361	497	391	2,249
March	7,425	1,753	1,680	10,858	3,332	1,302	1,304	5,938
Totals	39,303	12,571	9,515	61,389	41,718	14,534	12,062	71,314

COMPARATIVE STATEMENT.—Total Immigration to Canada, by months, for the fiscal year, 1917-18, compared with that of the fiscal year, 1916-17.

	1916-17.				1917-18.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
April	3,754	1,766	1,356	6,876	10,551	2,309	2,077	14,940
May	3,018	1,787	1,110	5,915	7,136	2,270	1,837	11,243
June	2,717	1,928	1,198	5,843	4,078	1,956	1,366	7,400
July	3,004	1,825	1,144	5,973	3,228	1,530	1,031	5,789
August	4,623	1,811	1,050	7,484	3,720	1,505	1,113	6,338
September	4,578	1,988	1,056	7,622	3,590	1,472	1,027	6,089
October	3,319	1,899	1,225	6,443	3,117	1,509	1,260	5,886
November	2,673	1,684	999	5,356	2,735	1,081	973	4,789
December	2,096	1,175	734	4,005	2,308	1,091	721	4,120
January	3,055	919	538	4,512	1,907	573	380	2,860
February	2,632	877	618	4,127	1,568	556	417	2,541
March	7,605	1,878	1,735	11,218	3,556	1,923	1,600	7,079
Totals	43,074	19,537	12,763	75,374	47,496	17,775	13,802	79,074

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COMPARATIVE STATEMENT.—Total Immigration to Canada, by Ports, for the fiscal year 1917-18, compared with that of the fiscal year 1916-17.

	1916-17.				1917-18.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Halifax	150	249	98	497	70	821	452	1,343
Victoria	336	317	74	727	709	391	87	1,187
North Sydney	341	391	300	1,032	453	450	256	1,159
St. John	565	763	308	1,636	243	490	276	1,009
Quebec	930	3,824	1,654	6,408	173	379	225	777
Vancouver	303	90	63	456	497	96	71	664
United States ports (New York, Boston and Portland)	1,146	1,332	751	3,229	634	614	373	1 621
From the United States	39,303	12,571	9,515	61,389	44,718	14,534	12,062	71,314
Totals	43,074	19,537	12,763	75,374	47,497	17,775	13,802	79,074

Sex, Occupation and Destination of Total Immigrant Arrivals in Canada for the Fiscal Year ended March 31, 1918.

Description.	Via Ocean Ports.	From the United States.	Totals.
Sex—			
Males	2,779	44,718	47,497
Females	3,241	14,534	17,775
Children	1,740	12,062	13,802
Totals	7,760	71,314	79,074
Trade or Occupation—			
Farmers and Farm Labourers—			
Males	456	18,896	19,352
Females	221	4,143	4,364
Children	125	5,064	5,189
General Labourers			
Males	975	12,122	13,097
Females	88	1,037	1,125
Children	52	851	903
Mechanics—			
Males	388	8,165	8,553
Females	188	1,473	1,661
Children	98	1,247	1,345
Clerks, Traders, etc.—			
Males	195	1,994	2,189
Females	87	674	761
Children	25	363	388
Miners—			
Males	32	631	663
Females	7	50	57
Children	7	66	73
Female servants	555	1,733	2,288
Not classified—			
Males	733	2,910	3,643
Females	2,095	5,424	7,519
Children	1,433	4,471	5,904
Destination—			
Maritime Provinces	1,341	3,906	5,247
Quebec	1,020	8,039	9,059
Ontario	2,313	21,441	23,754
Manitoba	425	5,827	6,252
Saskatchewan	522	11,860	12,382
Alberta	544	16,277	16,821
British Columbia	1,593	3,729	5,322
Yukon Territory	2	235	237

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COMPARATIVE STATEMENT.—Total Immigration to Canada, by Nationalities, for the fiscal year 1917-18, compared with that of the fiscal year 1916-17, showing Increase or Decrease of each Nationality.

	1916-17.	1917-18.	Increase.	Decrease.
English	5,174	2,477		2,697
Irish	958	174		784
Scotch	2,062	473		1,589
Welsh	88	54		34
Total, British	8,282	3,178		5,104
African, South	1	4	3	
Australian	18	34	16	
Ruthenian	1			1
Belgian	126	19		107
Bermudian	16	10		6
Chinese	393	769	376	
Cuban	3	1		2
Dutch	151	94		57
French	199	114		85
German	9	1		8
Greek	258	45		213
Hebrew—				
Hebrew, N.E.S	28	2		26
" Russian	108	30		78
Italian	758	189		569
Jamaican	6	24	18	
Japanese	648	883	235	
Maltese	109	144	35	
Mexican		1	1	
Montenegrin	1			1
Negro	98	35		63
Newfoundland	1,243	1,199		44
New Zealand	12	13	1	
Persian		2	2	
Polish—				
Polish, N.E.S	1			1
" Austrian	8			8
" Russian	3			3
Portuguese	1	1		
Roumanian	4			4
Russian—				
Russian, N.E.S	25	42	17	
Finnish	249	113		136
Scandinavian—				
Danish	145	74		71
Icelandic	9	3		6
Norwegian	303	235		68
Swedish	332	156		176
Serbian	1			1
Spanish	76	28		48
Swiss	30	12		18
Turkish—				
Turkish, N.E.S	5			5
Armenian	3	2		1
Syrian	9	2		7
U. S. A. Citizens, via ocean ports	20	28	8	
West Indian	293	273		20
Total Continental, etc	5,703	4,582		1,121
From the United States	61,389	71,314	9,925	
Total immigration	75,374	79,074	3,700	

ARRIVALS AT OCEAN PORTS.

For the fiscal year 1917-18, there arrived, via Canadian and United States ocean ports 127,122 passengers of whom 13,443 travelled saloon and 113,679 steerage. Of the saloon passengers, 9,613 were destined to Canada, and 3,830 to the United States. Of the steerage passengers, 111,236 were for Canada and 2,443 for the United States.

Included in the steerage passengers for Canada were 24,748 returned Canadians and 78,728 tourists, leaving the immigration proper at 7,760 souls, which, together with the 71,314 settlers from the United States, brings the total immigration to 79,074, an increase, as compared with that of the preceding fiscal year, of 3,700 persons.

The following further statistical information will be of interest: Table I deals with the total arrivals of saloon passengers; table II with the total arrivals of steerage passengers; table III with the monthly arrivals of immigrants for Canada; and tables IV and V give summaries of the information obtained from immigrants for Canada upon arrival.

TABLE I.—Nationality and Sex of Saloon Passengers arriving at Ocean Ports, for the fiscal year ended March 31, 1918.

	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
Australian	6	4		10	25	33	6	64	31	37	6	74
Hungarian					2			2	2			2
Belgian	2	2	1	5	11	1		12	13	3	1	17
Bermudian	2	2		4					2	2		4
Cuban	1	3		4					1	3		4
Dutch	1	2		6	13	2		15	17	4		21
French	18	20	11	49	20	35	5	60	38	55	16	109
German					1	2	1	4	1	2	1	4
Great Britain and Ireland—												
English	102	116	69	287	111	82	24	217	213	198	93	504
Irish	6	5	7	18	16	9	1	26	22	14	8	44
Scotch	19	14	9	12	34	15	4	53	53	29	13	95
Welsh	1	2		3	1	1		2	2	3		5
Greek	1			1	4			4	5			5
Hebrew—												
Hebrew, N.E.S.					1	2		3	1	2		3
" Russian					5	2		7	5	2		7
Italian	3	1		4	6	2	1	9	9	3	1	13
Jamaican	11	29	1	41					11	29	1	41
Japanese	2	3	1	6	86	15	5	106	88	18	6	112
Mexican		2	4	6	1			1	1	2	4	7
Negro	7	19	1	27					7	19	1	27
Newfoundland	173	210	99	482	199	254	54	507	372	464	153	989
New Zealand	2	1		3	4	5		9	6	6		12
Polish—												
Polish, N.E.S					5	1		6	5	1		6
" Russian					3			3	3			3
Portuguese	1			1	1			1	2			2
Roumanian					1			1	1			1
Russian—												
Russian, N.E.S	2	2		4	96	67	16	179	98	69	16	183
Finnish					1			1	1			1
Scandinavian—												
Danish	2	2		4	9	1		10	11	3		14
Icelandic	1			1	1			1	2			2
Norwegian	3			3	13	5		18	16	5		21
Swedish	1	3	1	5	7	4	3	14	8	7	4	19
Serbian					1			1	1			1
Spanish	8	2		10	16	8	1	25	24	10	1	35
Swiss					4	3	3	10	4	3	3	10
Turkish—												
Armenian						1		1		1		1
Syrian		1	2	3	13	1		14	13	2	2	17
U.S.A. Citizens	13	6	7	26	1,122	813	310	2,245	1,135	819	317	2,271
West Indian	36	44	5	85	4	2	1	7	40	46	6	92
Returned Canadian	1,826	1,441	566	3,833					1,826	1,441	566	3,833
Tourist	2,891	1,396	353	4,640	151	29	12	192	3,042	1,425	365	4,832
Totals	5,144	3,332	1,137	9,613	1,988	1,395	447	3,830	7,132	4,727	1,584	13,443

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TABLE II.—Nationality and Sex of Steerage Passengers arriving at Ocean Ports, for the fiscal year ended March 31, 1918.

—	Canada.				United States.				Canada and United States.			
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.
African, South	....	3	1	4	.....	.....	..	.....	.....	3	1	4
Australian	6	16	12	34	22	27	19	68	28	43	31	102
Belgian	7	10	2	19	10	1	.....	11	17	11	2	30
Bermudian	1	5	4	10	.....	.....	.....	.....	1	5	4	10
Chilian	....	.....	.....	.....	1	.....	. .	1	1	.....	.	1
Chinese	695	26	48	769	....	....	....	.....	695	26	48	769
Cuban	1	...	.....	1	1	.....	.....	1	2	...	.....	2
Dutch	43	30	21	94	12	.....	.....	12	55	30	21	106
French	36	63	15	114	1	9	2	12	37	72	17	126
German	1	....	.....	1	3	....	.....	3	4	.....	.. .	4
Gt. Britain and Ireland—												
English	226	1,473	778	2,477	120	99	45	264	346	1,572	823	2,741
Irish	43	74	57	174	30	10	3	43	73	84	60	217
Scotch	63	219	191	473	30	18	3	51	93	237	194	524
Welsh	4	28	22	54	3	1	... .	4	7	29	22	58
Greek	30	12	3	45	10	.....	....	10	40	12	3	55
Hebrew—												
Hebrew, N.E.S.	1	1	...	2	.....	1	1	2	1	2	1	4
" Russian	2	10	18	30	1	2	4	7	3	12	22	37
Italian	56	79	54	189	. . .	.....	....	.....	56	79	54	189
Jamaican	9	14	1	24	.....	.....	.....	....	9	14	1	24
Japanese	459	370	54	883	29	9	1	39	488	379	55	922
Maltese	141	3	.....	144	. . .	.....	.....	.. ..	141	3	.....	144
Mexican	...	1	.....	1	....	.....	.....	... .	.....	1	.....	1
Negro	17	15	3	35	6	.....	.....	6	23	15	3	41
Newfoundland	466	469	264	1,199	267	223	100	590	733	692	364	1,789
New Zealand	1	9	3	13	14	14	5	33	15	23	8	46
Persian	. . . .	1	1	2	.....	1	3	4	.....	2	4	6
Portuguese	....	1	....	1	5	3	6	14	5	4	6	15
Russian—												
Russian, N.E.S.	12	15	15	42	18	30	26	74	30	45	41	116
Finnish	30	48	35	113	5	... ..	...	5	35	48	35	118
Scandinavian—												
Danish	42	21	11	74	17	.....	.....	17	59	21	11	91
Icelandic	1	2	.....	3	.. ....	....	.....	. ....	1	2	.....	3
Norwegian	109	80	46	235	105	4	1	110	214	84	47	345
Swedish	55	62	39	156	39	.. .	.....	39	94	62	39	195
Spanish	22	4	2	28	57	30	55	142	79	34	57	170
Swiss	6	4	2	12	3	.....	....	3	9	4	2	15
Turkish—												
Armenian	... .	1	1	2	3	1	....	4	3	2	1	6
Syrian	1	1	....	2	1	..	...	1	2	1	.. ..	3
U.S.A. Citizens	17	9	2	28	413	159	89	661	430	168	91	689
West Indian	176	62	35	273	14	19	3	36	190	81	38	309
Total immigration	2,779	3,241	1,740	7,760	1,240	661	366	2,267	4,019	3,902	2,106	10,027
Returned Canadian	15,904	5,141	3,703	24,748	.....	.. .	....	. .	15,904	5,141	3,703	24,748
Tourist	77,702	796	230	78,728	135	24	17	176	77,837	820	247	78,904
Totals	96,384	9,178	5,673	111,236	1,375	685	383	2,443	97,760	9,863	6,056	113,679

TABLE III.—Monthly arrivals of Immigrants, for Canada, by Nationalities, at Ocean Ports, for the fiscal year ended March 31, 1918.

—	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
African, South	....	....	....	3	....	....	1	....	....	....	....	....	4
Australian	6	1	7	2	3	....	1	1	2	4	2	5	34
Belgian	2	2	....	1	4	4	1	....	2	....	1	2	19
Bermudian	....	....	5	....	....	....	5	....	....	....	....	....	10
Chinese	16	5	32	21	46	33	102	61	135	110	112	96	769
Cuban	....	1	....	....	....	....	....	....	....	....	....	....	1
Dutch	1	21	37	3	2	1	2	3	....	....	24	..	94
French	6	16	9	8	8	6	30	5	11	....	5	10	114
German	....	....	....	....	....	....	....	....	1	....	....	....	1
Great Britain and Ireland—													
English	100	113	117	131	175	274	261	128	403	71	21	683	2,477
Irish	12	11	6	16	8	17	20	18	23	13	2	28	174
Scotch	16	8	14	46	25	43	83	15	64	36	3	120	473
Welsh	1	2	1	4	1	7	12	7	4	....	....	15	54
Greek	....	....	4	10	23	....	7	....	....	1	....	....	45
Hebrew—													
Hebrew, N.E.S	1	....	....	....	1	....	....	....	....	....	....	....	2
" Russian	3	12	1	....	5	....	....	..	....	3	..	6	30
Italian	21	52	14	....	20	....	33	1	31	4	3	10	189
Jamaican	....	....	5	19	....	....	....	....	....	....	....	....	24
Japanese	72	100	104	131	67	78	72	38	61	35	37	85	883
Maltese	20	73	8	33	2	..	8	....	....	....	....	....	144
Mexican	....	....	....	1	....	....	....	....	....	....	....	....	1
Negro	3	9	....	8	8	4	....	....	1	2	....	....	35
Newfoundland	143	228	123	86	125	102	99	69	43	87	54	40	1,199
New Zealand	1	....	2	....	4	1	....	....	....	....	....	2	13
Persian	....	....	....	....	....	....	....	....	....	2	....	....	2
Portuguese	....	....	....	....	....	1	....	....	....	....	....	....	1
Russian—													
Russian, N.E.S.	5	3	2	..	1	12	5	2	....	5	1	6	42
Finnish	....	....	18	19	18	25	....	9	11	....	13	....	113
Scandinavian—													
Danish	2	21	4	4	5	6	3	5	7	..	1	16	74
Icelandic	....	....	....	....	....	....	....	3	....	....	....	....	3
Norwegian	40	17	27	5	28	18	....	43	48	....	7	2	235
Swedish	4	24	20	13	22	35	1	4	20	....	3	10	156
Spanish	15	4	3	1	....	1	1	1	....	1	1	....	28
Swiss	1	4	....	2	....	3	1	1	....	....	....	....	12
Turkish—													
Armenian	....	....	....	....	....	....	....	....	2	....	....	....	2
Syrian	....	....	....	1	1	....	....	....	....	....	....	....	2
U.S.A. Citizens	1	7	6	5	1	....	3	3	1	....	....	1	28
West Indian	39	13	30	47	20	38	63	3	14	....	2	4	273
Totals	531	747	599	620	623	712	814	420	887	374	292	1,141	7,760

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TABLE IV.—Monthly arrivals of Immigrants for Canada, by Occupation and Destination, at Ocean Ports, for the fiscal year ended March 31, 1918.

—	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Totals.
Agriculturists	72	115	98	56	58	59	76	19	88	21	47	93	802
General labourers	141	203	77	83	65	46	121	37	120	84	63	75	1,115
Mechanics	59	53	51	18	46	81	55	23	85	88	15	70	674
Clerks, traders, etc	20	19	16	15	32	25	26	25	32	26	19	52	307
Miners	4	4	8	1	6	11	4	1	....	2	1	4	46
Female servants	48	63	78	57	52	86	61	31	37	5	10	27	555
Not classified	187	290	271	360	364	404	471	284	525	148	137	820	4,261
Totals	531	747	599	620	623	712	814	420	887	374	292	1,141	7,760
Maritime Province	109	175	133	122	128	134	174	74	94	81	57	86	1,341
Quebec	71	95	75	86	96	67	115	74	116	87	42	96	1,020
Ontario	160	236	123	171	176	208	223	136	316	85	79	400	2,313
Manitoba	22	16	25	24	25	61	31	26	54	18	11	112	425
Saskatchewan	31	49	44	21	32	65	43	20	62	13	15	127	522
Alberta	30	56	73	32	39	45	41	33	84	11	21	79	544
British Columbia	107	119	126	164	127	132	187	57	161	79	67	267	1,593
Yukon Territory	1	1	...	...	....	....	...	....	....	...	....	.	2
Totals	531	747	599	620	623	712	814	420	887	374	292	1,141	7,769

TABLE V.—Nationality, Sex, Occupation and Destination of Immigrant arrivals for

	Sex.				Trade or								
					Farmers and Farm Labourers.			General Labourers.			Mechanics.		
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children
African, South		3	1	4									
Australian	6	16	12	34	2	1	2	1			2	2	2
Belgian	7	10	2	19	1	1					2	1	
Bermudian	1	5	4	10					1	4			
Chinese	695	26	48	769	1			195		1			
Cuban	1			1									
Dutch	43	30	21	94	25	10	11	3			10	3	3
French	36	63	15	114	5	8	6	3			12	11	2
German	1			1	1								
Great Britain and Ireland:													
English	226	1,473	778	2,477	69	113	53	20	24	7	38	90	36
Irish	43	74	57	174	10	5		6	3	6	8	7	7
Scotch	63	219	191	473	20	17	25	1	9	7	17	14	17
Welsh	4	28	22	54		3	8				1	4	2
Greek	30	12	3	45	5	1	1	24	4		1	1	2
Hebrew:													
Hebrew, N.E.S	1	1		2	1								
" Russian	2	10	18	30				1			1	2	4
Italian	56	79	54	189	27	3	4	11	6	5	12	12	3
Jamaican	9	14	1	24							2	5	
Japanese	459	370	54	883	157	34		177	28	5	19	6	
Maltese	141	3		144	11			112	1		13		
Mexican		1		1									
Negro	17	15	3	35				1	1		13	3	1
Newfoundland	446	469	264	1,199	3			274	4	12	113	2	2
New Zealand	1	9	3	13								2	
Persian		1	1	2								1	1
Portuguese		1		1									
Russian:													
Russian, N.E.S	12	15	15	12	4		1	1					
Finnish	30	48	35	113	18	3	3	8	1			1	
Scandinavian:													
Danish	42	21	11	74	20	3	4	4	1	2	10	2	1
Icelandic	1	2		3								2	
Norwegian	109	80	16	235	36	13	4	12	2		12	3	6
Swedish	55	62	39	156	21	3		15	2	3	12	3	3
Spanish	22	4	2	28	3	1	1	6			12		
Swiss	6	4	2	12	4								
Turkish													
Armenian		1	1	2									
Syrian	1	1		2									
U. S. A. Citizens	17	9	2	28	2	2	2	1			4		
West Indian	176	62	35	273	7			99	1		11	11	6
Totals	2,779	3,241	1,740	7,760	456	221	125	975	88	52	388	188	98

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Canada, at Ocean Ports, for the fiscal year ended March 31, 1918.

Occupation.										Destination.							
Clerks, Traders, Etc.			Miners.			Female Servants.	Not Classified.			Maritime Provinces.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon Territory.
Males.	Females.	Children.	Males.	Females.	Children.		Males.	Females.	Children.								
....	...	....	....	..	..	...	....	3	1	.....	4	.....	. .	.....	.....	.....	.....
....	1	....	....	...	....	...	1	12	8	1	1	8	2	....	6	16	... .
1	.	....	..	....	. .	4	3	4	2	.....	9	2	7	1	.....	.. .	.....
....	..	....	....	..	....	4	1	... .	. .	5	1	4	...	.....	....	....	.....
113	7	3	....	.	...	.. .	386	19	44	27	262	200	12	10	4	254	.....
1	...	....	..	....	....	....	....	. ...	.....	....	.....	1	.	....	....	....	.....
1	...	....	....	....	....	...	4	17	7	3	11	2	11	6	58	3	.....
5	3	...	..	....	....	5	11	36	7	10	61	16	2	16	6	3	.....
....	....	....	. .	....	....	.:	....	....	....	.....	...	.....	....	....	....	1	....
11	51	11	4	4	6	73	84	1,118	665	146	225	1,095	250	243	246	272	.....
1	3	6	...	....	....	6	18	50	38	12	19	85	21	15	4	18	.....
6	9	5	1	....	....	28	18	142	137	31	58	174	62	56	40	52	.....
1	....	....	....	....	....	1	2	20	12	4	7	7	7	2	15	12	.....
...	....	....	....	....	..	2	....	4	.....	1	38	6	.....	.....	....	.....	.....
....	..	....	....	....	....	....	....	1	....	.....	.....	1	1	.. ..	.....	.... .	.....
....	...	....	....	..	....	1	....	7	14	.....	....	4	17	5	4	....	.....
1	...	....	....	....	....	7	5	51	42	2	64	118	1	....	4	....	... .
3	1	..	..	.	....	2	4	6	1	....	13	10	....	.....	.....	1	.....
33	5	....	2	1	....	13	71	283	49	.....	.....	3	1	6	20	852	1
1	..	....	2	....	...	1	2	1	.....	.. ..	4	140	.....	....	...	....	.....
...	...	...	....	..	.	1	....	.....	.....	...	...	1	.....	....	.....	....	.....
....	..	....	..	..	....	10	3	1	2	.....	24	8	.....	....	....	3	... .
6	...	....	18	....	....	263	52	200	250	869	129	163	2	4	2	30	....
....	2	....	....	....	....	1	1	4	3	.....	.....	....	....	.....	.....	13	.....
...	....	....	....	..	....	....	....	. .	....	.....	.....	2	.. ..	.....	...	.....	.....
....	...	....	....	....	....	1	..	.....	.....	.....	1	. ..	.....	.....	.....	.. ..	.....
1	...	....	1	....	....	3	5	12	14	1	7	11	9	8	.....	6	.. .
1	....	....	1	1	1	23	2	19	31	. ..	1	81	.. ...	6	12	13	.....
1	1	....	....	...	....	8	7	6	4	8	3	11	7	12	27	6	.....
....	....	....	....	....	....	....	1	.....	.....	.....	...	...	2	....	1	....	.....
...	...	....	1	...	....	40	18	22	36	8	2	65	16	64	58	21	1
....	2	..	1	..	..	32	3	20	33	4	6	29	6	63	36	12	....
1	....	....	....	1	....	....	....	2	1	4	16	6	.....	.....	. ..	2	....
1	....	....	....	....	...	2	1	2	2	3	5	2	.....	2	.....	.....	.....
....	....	. .	....	....	....	....	....	1	1	.....	. .	2	.....	....	.....	.....	. ..
...	..	...	....	....	....	....	1	1	.....	2	...	.....	.....	....	...	.....	.....
1	....	...	....	..	....	2	9	5	...	10	6	2	1	2	4	3	.....
5	2	....	1	...	....	22	20	26	29	190	39	41	. ..	2	1	.....	.....
195	87	25	32	7	7	555	733	2,095	1,433	1,341	1,020	2,313	425	522	544	1,593	2

STATEMENT of Rejections, by Causes and Nationalities, at Ocean Ports, from December, 1902, to March 31, 1918.

	Fiscal Year.																
	1902-1903.	1903 1904.	1904 1905.	1905 1906.	1906-1907.[1]	1907 1908.	1908 1909.	1909 1910.	1910-1911.	1911 1912.	1912 1913.	1913 1914.	1914 1915.	1915 1916.	1916-1917.	1917-1918.	Totals.
By Causes.																	
Accompanying patients	16	.	13	39	21	58	60	12	104	53	28	76	58	4	8	1	581
Bad character	.	.	12	4	61	181	87	98	122	112	80	102	56	47	4	11	944
Contract labour	..					23	...	33	28	3	.....	.....	.....		.....	..	87
Criminality			1	6	7	17	6	9	10	5	4	3	2	4	. ...	1	75
Head tax					..		.			6	.....	.....			...	.	6
Lack of funds	...	...		1	..	85	67	31	1,038	246	204	994	152	38	55	19	3,233
Likely to become public charges	. .	49	56	73	57	292	66	681	274	164	56	76	71	55	55	19	2,041
Medical cases	257	225	529	404	261	513	216	585	585	256	328	398	319	31	30	12	4,955
Not complying with regulations	.	..			30	3	7	33	48	119	55	478	10	11	22	8	554
Previously rejected	.	.	..	....	....	..	..	....	1	8	1	.....	.	. ...			10
Totals	273	274	611	524	440	1,172	509	1,515	2,210	972	756	1,827	998	163	171	71	12,489
By Nationalities.																	
British	2	8	13	76	61	130	116	183	223	227	161	171	169	42	28	5	1,655
American			27	17	17	63	2	13	26	2	14	12	29	28	15	11	270
Other countries	271	266	571	431	362	979	391	1,319	1,957	743	581	1,644	800	93	131	55	10,564
Totals	273	274	611	524	440	1,172	509	1,515	2,210	972	756	1,827	998	163	174	71	12,489

[1] Nine months.

STATEMENT of Deportations, after having been admitted, by Causes, Nationalities, and Provinces from December, 1902 to March 31, 1918.

	Fiscal Year.																Totals.
	1902-1903.	1903-1904.	1904-1905.	1905-1906.	1906-1907.[1]	1907-1908.	1908-1909.	1909-1910.	1910-1911.	1911-1912.	1912-1913.	1913-1914.	1914-1915.	1915-1916.	1916-1917.	1917-1918.	
By Causes.																	
Accompanying patients	4	3	1	4	35	26	21	.....	18	17	16	10	34	5	9	39	242
Bad character	...	1	...	4	.....	30	71	44	71	120	165	159	128	68	60	84	1,005
Criminality	....	1	8	1	12	68	115	130	172	242	334	376	404	329	277	274	2,743
Medical causes	49	61	58	110	126	392	467	212	222	229	370	570	379	206	98	39	3,588
Not complying with regulations	.....	.....	.....	.....	.....	.....	.....	.....	12	8	4	4	.....	.....	.....		28
Public charges	14	19	19	18	28	309	1,074	348	289	343	392	715	789	635	161	91	5,244
Totals	67	85	86	137	201	825	1,748	734	784	959	1,281	1,834	1,734	1,243	605	527	12,850
By Nationalities.																	
British	57	69	74	112	168	607	1,235	486	458	540	559	952	877	602	186	36	7,011
American	...	.....	.....	2	8	37	98	119	169	256	377	405	461	137	324	407	3,100
Other countries	17	16	12	23	25	181	415	129	157	163	345	477	396	204	95	84	2,739
Totals	67	85	86	137	201	825	1,748	734	784	959	1,281	1,834	1,734	1,243	605	527	12,850
By Provinces.																	
Maritime Provinces	...	2	....	3	2	14	19	24	25	13	45	45	55	48	19	18	332
Quebec	18	16	11	27	41	136	684	97	165	186	208	371	397	236	108	123	2,824
Ontario	3	3	8	19	79	383	907	378	349	348	419	574	543	461	233	166	4,873
Manitoba	...	...	...	...	66	226	48	97	121	174	230	333	199	143	40	59	
Saskatchewan	46	64	67	88	3	19	27	19	23	35	44	59	85	96	54	37	3,455
Alberta	.....	...	...	.....	4	24	14	63	55	95	131	164	224	114	31	30	
British Columbia	....	.....	...	....	5	23	49	56	46	108	204	287	228	145	116	91	1,358
Yukon Territory	.....	...	...	.....	1	...	...	.....	.....	...	.....	.....	3	...	1	3	8
Totals	67	85	86	137	201	825	1,748	734	784	959	1,281	1,834	1,734	1,243	605	527	12,859

[1]Nine months.

The following is a statement showing literature ordered during 1917-18:—

"Immigration Facts and Figures"	2,000
"Canadian Conference of Charities and Correction"—Various Reports	2,500
Land District Maps	3,000
"Report on Juvenile Immigration"	1,000
"5,000 Facts about Canada"	300
"National Social Efficiency"	500
"Committee Movement in World Crisis"	1,000
"The Medical Officer, a co-operative Social Force in Rural Districts"	500
"Canada West"	332,807

REPORT OF THE CHIEF CONTROLLER OF CHINESE IMMIGRATION.

W. D. Scott.

During the fiscal year ended March 31, 1918, 769 persons of Chinese origin entered Canada, of whom 119 were admitted as exempt from head tax, and 650 upon the payment of $500 each. For the purpose of comparison it is considered advisable to publish statistics relating to Chinese immigration since the imposition of the first head tax in 1885, which head tax was increased to $100 on January 1, 1901, and to $500 on January 1, 1904:—

Fiscal Years.	Exempts.	Paying Tax.	Percentage of total arrivals admitted exempt.	Registered for leave.	Total revenue.
					$ cts
1886	1	211	0 47	829	11,693 00
1887		124		734	7,424 50
1888		290		868	15,691 50
1889	112	782	12 53	1,322	40,808 00
1890	97	1,069	8 32	1,671	56,258 00
1891	12	2,114	0 56	1,617	107,785 50
1892	6	3,276	0 18	2,168	166,502 50
1893	14	2,244	0 62	1,277	113,491 00
1894	22	2,087	1 04	666	105,021 50
1895	22	1,440	1 50	173	72,475 00
1896	24	1,762	1 34	697	88,800 50
1897	24	2,447	0 97	768	123,119 50
1898	17	2,175	0 78	802	109,751 00
1899	17	4,385	0 39	859	220,309 50
1900	26	4,231	0 61	1,102	215,102 00
1901	26	2,518	1 02	1,264	178,704 00
1902	62	3,525	1 73	1,922	364,972 00
1903	84	5,215	1 58	2,044	526,741 00
1604	128	4,719	2 64	1,920	474,420 00
1904-5	69	8	89 61	2,080	6,080 00
1905-6	146	22	86 90	2,421	73,521 00
1906-7	200	91	68 73	2,594	48,091 00
1907-8	752	1,482	33 66	3,535	746,535 00
1908-9	695	1,411	33 00	3,731	713,131 00
1909-10	688	1,614	29 89	4,002	813,003 00
1910-11	805	4,515	15 13	3,956	2,262,056 00
1911-12	498	6,083	7 56	4,322	3,049,722 00
1912-13	367	7,078	4 93	3,742	3,549,242 00
1913-14	238	5,274	4 32	3,450	2,644,593 00
1914-15	103	1,155	8 19	4,373	588,124 00
1915-16	69	20	77 53	4,061	10,389 00
1616-17	121	272	30 79	3,312	140,487 00
1917-18	119	650	15 47	2,907	336,727 00
	5,564	74,319	7 49	71,432	$17,929,813 00

During the last three fiscal years those admitted upon payment of the head tax were chiefly boys coming to Canada to attend our public schools.

The Chinese Immigration Act provides that Chinese legally admitted into Canada may, upon payment of the $1 fee, register out, which registration carries with it the right to free re-entry within a period of twelve months. By Orders in Council it has been provided that Chinese who left Canada on or since April 1, 1914, up to and including November 15, 1917, may remain away until six months after a proclamation has been published in *The Canada Gazette* that a state of war no longer exists. On March 31, 1918, there were away from Canada 6,663 Chinese who, under the provisions just quoted, are entitled to free re-entry. Lack of transportation facilities is the chief reason why the majority of these Chinese have not already returned to the Dominion.

REPORT OF THE COMMISSIONER OF IMMIGRATION FOR CANADA, LONDON, ENGLAND.

J. Obed Smith.

The great war continues, and active propaganda, looking to emigration to Canada, is still suspended, but we have, nevertheless, a constantly growing number of inquiries from others besides soldiers (in the Service and out of the Service) for information regarding the Dominion, particularly regarding any special scheme for the settlement of ex-soldiers and others upon the land. These enquiries are being acknowledged from time to time, but we are accumulating a special list of miliatry persons, who are awaiting definite and detailed particulars regarding this government scheme.

The enquiries indicate that any approach towards the end of hostilities will bring a large and sudden demand for full information of all kinds regarding all provinces of the Dominion, and we ought to be fully equipped to meet these demands immediately they are made.

The fact that means of transportation will be limited for a period after hostilities cease may prevent any immediately active movement of civilians, but we can greatly stimulate our propagandist efforts in the way of giving information to enquirers through the various agencies of the department in the British Isles. While we cannot emigrate, we can at least educate to the advantage of Canada, and the welfare of the persons enquiring.

No reports are available from any point on the continent of Europe.

LECTURES.

Wherever the opportunity has arisen, our agents have given lectures on Canada, not essentially from an emigration standpoint, but rather with a view of giving general information, which to school children (at any rate) will later on turn their thoughts to our Dominion. The restriction of lighting arrangements, generally speaking, prevents a lecture being given in the evening, and lectures during the daytime without lantern slides are not of the same interest, but we have not failed to take every opportunity that was advisable to keep Canada before the people over here.

EXHIBITIONS AND SHOWS.

The slight opportunity in 1916-17 of exhibiting Canada's products at agricultural exhibitions and shows disappeared entirely during the past year, but as we have no stock of grain or any other exhibits, save apples, we could not have made any exhibition worthy of Canada, even if the opportunity had been available. In this connection

we find all our excellent show windows devoid of grain and other exhibits, and it is greatly to be desired that even a small quantity should be sent over, so as not to allow our competitors in the emigration field here to exclusively exhibit their products to the disadvantage of Canada. We have not received any grain exhibits for some years.

SCHOOL ATLAS.

Under instructions from the Department, that our supply was to be conserved, as no others were being sent to us, the distribution has been very seriously limited, and in some cases altogether stopped. This was the best literature Canada ever issued, and I trust that the opportunity of furnishing half-a-million copies for distribution here may be permitted, as soon as the exigencies of the war allow.

CANADIAN NEWS ITEM.

We have continued this excellent system of propaganda more satisfactorily than we had hoped it was possible under war conditions, and we still retain the good will of hundreds of editors, pending the restoration of conditions which will allow us to actively advertise the conditions and advantages of Canada.

EXPENDITURE.

The amount expended here for all purposes has been:—

Fiscal year ending March 31,			1914	£91,000
"	"	"	1915	57,100
"	"	"	1916	31,600
"	"	"	1917	27,400
"	"	"	1918	28,500

SAILINGS TO CANADA.

We have undertaken, at your suggestion, the arrangements for transportation of Canadian women and children back to Canada, and our efforts in this respect appear to have met with the approval of the British authorities and, we think, of the people themselves. We hope to continue along these lines whenever the British authorities are able to give us accommodation on steamers which are, in their opinion, afforded reasonable protection on the high seas.

WAR-TIME RESTRICTIONS.

The Compulsory Military Service Act has from time to time been amended, and is now likely to bring within its scope all male persons up to 50 years of age.

The requirements of National Service preclude also the embarkation of women who have never been to Canada. The Admiralty embargo against women and children of any age or class crossing the Atlantic still continues, and is only relaxed under conditions which it has been my duty to carry out.

It is impossible for any person to leave these shores without the written permit or passport of the British Government, and this applies equally to males as females.

EMIGRATION RETURNS.

The British Board of Trade have not issued any figures during the past year

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REPORT OF THE COMMISSIONER OF IMMIGRATION, WINNIPEG, MAN.

J. Bruce Walker.

On account of war conditions, a very small number of British-born people came to Western Canada during the year.

The number of settlers from the United States who entered Canada at western ports of entry during the year is very satisfactory, and shows an increase of over 50 per cent compared with the previous year, as shown in the following comparative statement. This statement also shows almost the same percentage of increase in the number of carloads of settlers' stock and effects, and the value of same.

It is also worthy of note that the increase in the number of settlers, as compared with the previous year, almost equals the total number of settlers who entered Canada at western ports in the year 1915-16; the difference in favour of the last-mentioned year numbering only 18 persons.

Settlers from the United States 1917-18.

Port of Entry.	Number of Settlers.	Settlers' Wealth.	Carloads of Settlers Stock and Effects.	Value.
		$		$
Fort William, Ont	145	8,385	.....	.....
Fort Frances, Ont	5,920	336,995	31	59,735
Sprague, Man	263	15,217	6	21,150
Emerson, Man	11,753	1,105,106	393	589,506
Gretna, Man	1,025	188,401	79	83,791
Morden, Man	155	18,530	.....	.....
Bannerman, Man	194	28,646	6	7,618
Snowflake, Man	26	35,000	30	28,514
North Portal, Sask	6,034	1,929,438	694	1,055,877
Marienthal, Sask	32	37,345	.....	.....
Big Muddy, Sask	37	23,132	.....	.....
East Poplar River, Sask	200	4,600	.....	945
West Poplar, Sask	27	31,077	.....	.....
Northgate, Sask	88	17,918	7	22,761
Willow Creek, Sask	21	14,370	.....	.....
Coutts, Alta	3,266	2,130,862	247	358,837
Newgate, B.C	254	31,563	.....	.....
Kingsgate, B.C	4,635	621,918	222	585,410
Grand Forks, B.C	131	.....	.....	.....
Rossland, B.C	67	5,719	.....	.....
	34,273	6,584,222	715	2,814,138
As compared with year 1916-17	22,636	4,690,073	1,173	1,809,184
Increase	11,637	1,894,149	542	1,004,954

The demand for farm hands, domestic servants, and housekeepers was good during the year, 12,188 persons having been sent to employment on farms during the year, as compared with 9,536 last year.

The wages paid for all classes of farm help ruled high during the year, as will appear from the following figures:

	Season (7½ mos.).	Winter 4½ mos.)
Farm hands, experienced	$40–$50	$20–$25
" inexperienced	$25–$30	$15–$20
Married couples, experienced	$60–$65	$40–$45
" inexperienced	$40–$50	$30–$35
Domestic servants	*$20–$25	

* The year round in all cases with board and lodging.

During the year the officers and members of the Royal Northwest Mounted Police have been of great assistance to this department and to settlers.

The immigration halls in the West have afforded ample accommodation to a large number of settlers. These halls have been regularly inspected during the year.

The hall at Winnipeg afforded accommodation to 1,194 persons during the year; total, 3,582 days. The destitute cared for numbered 45, who were supplied with 1,174 meals at an average cost of 9·10 cents per meal.

The deports cared for numbered 82; meals supplied, 1,632, at an average cost of 9·10 cents.

CROP 1917.

The Government inspections (all railways) give the following figures:—

Wheat inspected to date	151,579,000
" in transit, not inspected	1,559,000
" in store at country points	3,686,000
" used for seed, feed and country mills	35,000,000
" in farmers' hand to market	2,000,000
	193,824,000
Less dual inspection (est.)	3,000,000
Total wheat crop	190,824,000
Oats inspected to date	54,966,600
" in transit, not inspected	363,000
" in store at country points	1,844,000
" in farmers' hands to market	2,000,000
Barley inspected to date	9,142,900
" in transit, not inspected	50,700
" in store at country points	352,000
Flax inspected to date	4,927,600
" in transit, not inspected	20,000
" in store at country points	247,700
Cars inspected:—	
Wheat	124,711
Oats	28,314
Barley	7,063
Flax	4,152
Rye	552

The following tabulated statements give the acreage, total yield, and average yield per acre in 1917:—

MANITOBA	Acreage	Yield in Bushels.	Average yield per acre.
Spring wheat	2,850,353	42,638,510	14·9 bush.
Fall wheat	3,009	50,551	16·8 "
Oats	2,230,005	63,372,832	28·4 "
Barley	1,270,724	26,014,948	20·4 "
Flax	63,605	552,309	8·6 "
Rye (fall)	54,747	866,845	15·8 "
Rye (spring)	25,866	429,472	16·6 "
Peas	3,999	58,999	15·1 "
	6,502,197	133,984,466	

SASKATCHEWAN	Acreage	Yield in Bushels.	Average yield per acre.
Wheat	8,273,253	117,921,300	14·2 bush.
Oats	4,521,642	123,213,600	27·2 "
Barley	669,927	14,067,900	21·0 "
Flax	753,700	4,710,600	6·2 "
Rye	53,269	1,118,000	21·0 "
Potatoes	67,700	9,010,000	133·0 "
Roots	11,104	1,727,000	155·5 "
Hay and clover	260,275	369,600 tons.	1·4 tons.
Alfalfa	9,500	15,300 "	1·6 "
Fodder corn	15,658	31,300 "	2·0 "
Cereal and root	14,350,595 ac.	271,768,400 bush.	
Fodder	285,433 ac	416,200 tons.	

ALBERTA.

	Acreage	Yield in Bushels.	Average yield per acre.
Spring wheat	2,845,600	51,932,200	18·25 bush.
Fall wheat	51,700	1,059,900	20·50 "
Oats	2,537,900	86,288,600	34·00 "
Barley	472,100	10,386,200	22·00 "
Rye	30,880	633,000	20·50 "
Peas	1,851	32,400	17·50 "
Mixed Grains	24,027	618,700	25·75 "
Flax	139,800	978,600	7·00 "
Potatoes	48,917	7,409,000	151·46 "
Turnips, etc	10,947	2,272,000	207·56 "
Hay and clover	493,522	730,400 tons.	1·48 tons.
Fodder Corn	3,976	4,000 "	1·00 "
Alfalfa	31,396	64,400 "	2·05 "
Cereals and Roots	6,163,722 ac.	161,610,600 bush.	
Fodder	528,894 ac.	798,800 tons.	

Grand totals: Manitoba, Saskatchewan and Alberta:—

Cereals and Root crops	27,046,514 ac.	567,363,466 bush.
Fodder (Sask. and Alta.)	814,327 ac.	1,215,000 tons.

Value of Products to farmer:—

Manitoba	$154,955,548
Saskatchewan	348,002,200
Alberta	193,601,200
	$696,558,948

Full information is not available as to the amount realized by farmers in the three western provinces, during the year, for horses, mules, beef and store cattle, cows, sheep, swine, wool clip, dairy products, poultry and its products, garden stuff, and honey disposed of, but some idea may be gained from the figures furnished by the Union Stockyards, Winnipeg, where over $30,000,000 worth of stock was handled in eleven months of 1917. During the year, Manitoba produced $5,903,811 worth of dairy products.

REPORT OF INSPECTOR OF UNITED STATES AGENCIES.

W. J. White.

To whatever it may be credited, there has been aroused in the United States during the past year a greater interest in Canada and Canadian affairs than since the ante-war days, when the immigration from that country far exceeded what it is to-day. It was a change that was greatly desired, and the causes not far to seek. It may be true that they were of a mixed variety, partly selfish and partly friendly, with a greater percentage of the friendly order. Of this I am satisfied, for everywhere, especially after the United States entered the war, the "feel of the air" was so different. Even before this, the praises of the wonderful fighting qualities of the Canadians were being sounded in all the press, their exploits on the field were headlined, and the editor dropped his pen of prose, and wrote the songs of the valorous Canadians. The mind of the public became imbued with the same spirit, and it only wanted the phychological entry of that country into the war to bring about a brotherly friendliness that can never be broken. It began to dawn upon these people that Canada and Canadians were worth considering. These headliners and these editorials were the promptings of an emulation that reached all classes, and I have been told that the keynote to efficiency amongst the rapidly enlisting troops, was the slogan "let us show to the world that we are as great fighters as the Canadians, let us equal their deeds of valour. We may not be able to do so, but we will do our best." Officers and men, men and officers, all were alike in this respect. Kindly words everywhere, an interest everywhere, "and, you're from Canada! I tell you Canada is doing nobly." Expressions heartfelt, warm, and

cordial, such as these, were heard on all sides. Here is one of the causes for the interest taken in Canada. Another cause was the personal one. Hearing so much of it, so much of its people, of its resources, its wealth in most all the natural resources that make a nation strong within itself, of its agricultural wealth, the question arose, how may I benefit myself by going to Canada, and pursue agriculture, of which I have considerable knowledge. How may I do this and become a greater producer for the benefit of the allies and their fighting forces? This led to the answer found in what thousands of others had done in the wealth that the soil would produce, in the cheapness of an article that would yield manifold more than the much dearer article on their own side of the border.

We secured last year many more people than at any other time during the period of the war. They brought more wealth per capita, than ever in the past. There was a renewal of the spirit that was breaking when Canada entered the lists of battle. The tide was turning, and I am pleased to say that during the year there has been nothing but an advance movement.

That it might not be thought that in the eagerness and desire of our loyal and active corps of agents to show results, there was an indifference as to the class of settlers, I wish to say, that never have they been as careful in their selection. And I want to add that the task of elimination was not an easy one. There were likely to be undesirables, alien enemies, those of a country with whom we were at war. And there were hundreds of them. The interests of the country were to be safeguarded at every step, and none permitted to go forward who were not qualified in every sense, to become law-abiding, useful citizens. And they were kept out. Kindly but forcefully they were told Canada had no place for them. The year's work shows a steady flow, month by month, for the entire year, of an immigration of a people of a class that will prove of greater value to the country than for many years past.

I need only point to the advance in the price of farm lands throughout our western provinces, as proof of the value of the work done during the past year. There has been a decrease in the number of homesteads taken up as compared with the previous year, but the railway and land companies report sales as having greatly increased in acres as well as in price secured. This has all come about by the demand created by the settler of the past year who came in with money and experience, and also the demand of adjoining farmers for more land.

It is not uninteresting to note that the work of repatriation was carried on, and successfully. Those who follow the trend and history of immigration agree that immigration has its foundation in unrest. Keep up unrest amongst a people, and you will always have a movement of people, and hence immigration. The workings of the seed of unrest have been evidenced in Canada, especially amongst the newcomers in far-off districts, where the women had possibly to do the work of the men, where a binder became detached from the sickle guards, and no guards could be found, or the links of a bull-wheel chain had dropped off in the field. No others handy, a drive of forty miles to a town. Grain ripe—the yield would be great—discouragement, and the story of green fields far away, unrest, and a movement. We have had it, we have had the stories told to farmers who had prosperity in view away this side of the horizon, and yet they shifted. In one case, twenty-six families all told, from one neighbourhood, left for the far-away green fields, for the land "where all they had to do was to seed the grain and it would harvest itself." This was three years ago, and it was only the other day, as I sat on a box at a certain station in one of northern towns of the Southern States, I saw the last of the twenty-six farmers place the double-trees of a wagon in a car that was labelled "Winkler, Canada." And then I had another talk with the farmer. I had had several before this, for as I have intimated a portion of our work is repatriation. He said, "Well, that's over, and now I go back to a country I should never have left. I go back to get more good crops," and with a few crude but expressive sentiments regarding the man who had induced him to move, at such a

great loss, with one hand he removed the same old hat he brought from Western Canada three years ago, and with the other wiped away the beads of perspiration from his brow, grasped the rail of the car platform, and started for Canada. Two thousand dollars of a loss. But the same story is reported in many other places. They just go away for a change, and return to remain satisfied.

Altogether we have had a successful year, and should the same spirit exist, and the same work continue, I look for the year 1918-19 to be away ahead of this.

REPORT OF THE CHIEF MEDICAL OFFICER OF IMMIGRATION.

PETER H. BRYCE.

The work of port medical inspection has in consequence of the war been small in amount and medical officers have been engaged in military work or in medical work elsewhere.

TABLE I.—Giving Immigrants rejected at Ocean Ports by causes in 1917-18.

Heart Disease	1	Criminality	1
Hernia	1	Desertion	1
Insanity	3	Indirect Passage	7
Mental Deficiency	1	Lack of Funds	19
Poor Physique	1	Likely Public Charges	20
Syphilis	1	No passport	1
Trachoma	4	Stowaway	9
Accompanying Patient	1		
		Total	71

The total rejections, while small, are large relatively, since in 1912-13, with 263,423 such immigrants, the total immigrants rejected were only 756 or 1 in every 348 as compared with 1 in every 109 this year. The 12 refused admission for medical reasons included three insane persons; while the criminals, poor physique, and paupers necessarily include most mental defectives.

TABLE II.—Giving Deportations by Nationalities.

	1916-17.	1917-18.	Total 1902-18
British	186	36	7,011
American	324	407	3,100
Other Countries	95	84	2,739

The total deportations to the United States, while much the greater, are relatively few in comparison with the larger number of immigrants therefrom during the year. Most of these are undesirables from the social rather than directly from the medical standpoint.

TABLE III.—Giving Causes for which Deportations have taken place for fiscal year, 1917-18.

Alcoholism	1	Tuberculosis	2
Anæmia	1	Accompanying	39
Drug Habit	7	Criminality	274
Epilepsy	1	Immorality	18
Hemiplegia	1	Public Charges	91
Hernia	1	Prostitution	23
Insanity	32	Vagrancy	35
Paralysis	1		
		Total	527

It is interesting to note the large number, 527, of deportations, and the small number of total immigrants as compared with such years as 1912-13, when with over 400,000 admissions to Canada there were but 1,281 deportations. This fact seems to make it more and more evident that the undesirables, whether physical, mental, or

moral are by no means eliminated in any single years of arrival; but their defects from year to year continue to bring them within the official purview of the department.

Table III shows how the unsocial immigrant remains a menace to society; and now that mental studies of criminals in institutions are making it clear that it is the mental defectives that form the majority of such classes, the extreme importance of preventing such from finding admission to Canada is every year becoming more evident. The medical cases, forming by far the greatest number of deportations in the past, have declined to a minimum with the few arrivals in recent years. Such naturally have either recovered or died; but the defective with criminal tendencies becomes a recidivist in our prisons and public institutions, and a permanent charge upon the State.

The outcome of immigration operations from the social standpoint further appears in annual reports from provinces and cities. The Attorney General of Alberta reports that for 1917, of the 905 official dependents of the province, 402 were Canadian and 503 were immigrants. Of the cases dealt with there by the juvenile courts there were in all, 525 of 16 years and under, of whom 205 were Canadian, and the balance, 320, were immigrants or the children of foreigners.

It is worthy of note that there were of Americans 70, and of English 64, with the next highest German 37, followed by 29 Russians, 27 Scotch, and Jewish 20.

The report states: "Many of the children who appear before the court are not normal mentally." As further illustrating the great importance which immigration has on local public relief work, it will be recalled that last year's report states that 51·3 per cent of the cases dealt with by the Montreal Charities Organizations were immigrants, while of the 922 attending the psychiatric clinic of the Toronto General Hospital, only 446 were Canadian.

This is supplemented by the figures of Toronto General Hospital clinic for the year ending March 1, 1918.

TABLE IV, giving nationality and source of cases in Psychiatric Clinic, Toronto General Hospital, for year ending March 1, 1918. Total cases, 1,455.

Nationality.		Source.	
Canada	803	Juvenile Court	803
England	291	Refuges, Homes and Children's Society	230
Russia	86	Medical School Inspection	169
Scotland	56	Social Organizations	32
United States	39	Children's Hospital	8
Italy	34	Private Sources	31
Ireland	25	Industrial Homes	60
Other Foreign Countries	121	Military Authorities	17
		Out Patient clinic	105

The illustrations given in these several tables, where a few immigrants have come to Canada during the past four years, would seem to indicate that the work of immigration does not end at the port of entry but merges into that of colonization. In a sense different even from the treatment and prevention of disease, the work of absorbing the immigrant into the social Canadian organism is continuous and vital; while the co-ordination of the work of the department with related provincial departments and social agencies seen in so many other executive fields may well continue to increase to the mutual benefit of all and to the yet more rapid Canadianizing of the many from abroad who are making this country their home.

SESSIONAL PAPER No. 18

REPORT OF THE CHIEF INSPECTOR OF BRITISH IMMIGRANT CHILDREN.

G. Bogue Smart.

In this brief résumé there will be found statistical and other information regarding the work accomplished by this branch of the service.

The war has clogged the wheels of progress in so far as this branch of immigration is concerned. The enforced suspension of the work for the duration of the war is a serious matter to our farmers and householders. At no time in the country's history has the need for farm help been so insistent as at present.

At the commencement of the year 1918 there were 871 children eligible for inspection. Of this number 544 were boys, and 327 girls. Their distribution was as follows: Ontario, 658; Quebec, 104; New Brunswick, 47; Nova Scotia, 37; Prince Edward Island, 8; Manitoba, 6; Saskatchewan, 2; Alberta, 4; and British Columbia, 5.

This past year was unique in the history of the movement, inasmuch as there has been no juvenile immigration.

The number of juveniles inspected and reported upon in 1917-18 by officers of this department was 1,648. These reports were made individually and transmitted with promptitude to the Local Government Board, London, through the office of the High Commissioner for Canada.

73,524 boys and girls have migrated to Canada since the organization of the movement, the majority of whom have been employed in agricultural pursuits.

There has been an extraordinary demand on the Homes for the service of both boys and girls. Since 1900-01-1916 the number of applications was 359,589, while the total emigration was 32,078.

The general progress of our Old-Country boys during the past year was very gratifying indeed; many of them having completed their apprenticeships are remaining in their original situations as the "hired man." As farm hands they are indispensable, and for that reason many farmers, known to me, have not allowed the mere question of wage to stand in the way of retaining the services of a boy or youth whose industry and capability they recognize.

To those who have taken a kindly interest in this subject it will be gratifying to know that, notwithstanding the innumerable appeals that have been made to the people in the motherland, the fountain of generosity in so far as the necessitous child is concerned, has not dried up, and that this noble work has suffered no serious diminution.

The homes and training schools which have been aptly described as "Ever Open Doors" are to-day filled to capacity, and it is to be hoped that in due time many of these children may be permitted to migrate to this part of the Empire, where there are many advantageous openings awaiting them.

The following statement shows the number of applications received by the various agencies for children during the year just ended:—

Society or Agency.	Applications received for Children.
Dr. Barnardo's Homes, Toronto and Peterborough, Ont., and Winnipeg, Man	12,175
[1]Miss Macpherson, Stratford	334
Mr. J. W. C. Fegan, Toronto	400
National Children's Home and Orphanage, Hamilton	1,000
Mr. Quarrier, Fairknowe Home, Brockville	310
Marchmont Home, Belleville (Mrs. Birt's)	433
[2]Mrs. Smyley, Hespeler	60
The Catholic Emigration Association	2,045
Church of England Waifs and Strays Society, Sherbrooke, Que.	60
[3]Church of England Waifs and Strays Society, Niagara-on-the-lake, Ont.	

[1] Between 450 and 500 more of which no record is kept.
[2] Also a number by telephone and callers at the Homes.
[3] Closed.

Society or Agency.	Applications received for Children.
Mr. Middlemore, Halifax, N.S.	268
Salvation Army Emigration Agency, Toronto	731
The Children's Aid Society of London, England	100
	17,916

The general manager of Dr. Barnardo's Homes in Canada stated: "In connection with the falling off in the number of applications as compared with those of previous years, I would submit that this is not an indication of any diminution of the demand for juvenile immigrants, but as the result of its being generally known throughout the country that the work is suspended on account of the war, and the efforts that we have ourselves made to discourage application."

N.B.—The demand in all cases is greater than ever before but, owing to the impossibility of supplying the children, only a minimum number of applications has been kept on record.

The official visitors give neither the child or its foster parent any notice of the approaching inspection, so that the child is found under its ordinary daily condition.

The following table is a report showing the past year's inspection in a condensed form:—

Number of Children found in Homes and Situations:—	
Good	1,167
Fair	11
Unsatisfactory	.....
Health:—	
Good	1,161
Fair	14
Unsatisfactory	3
Progress:—	
Good	1,091
Fair	86
Unsatisfactory	1
Conduct and Character:—	
Good	1,140
Fair	37
Unsatisfactory	1
Additional or duplicate reports	66
Temporarily lost track of	31
Absent on occasion of call of inspector at their homes	8
Returned to England	4
Removed to United States	3
Marriages	12
Deaths	2
Absconded	4
Poor-Law boys, formerly under the supervision of this department who have enlisted for overseas service	268
Killed in action	39
Wounded or missing	32
Received Honours at the front	1
Number of Children eligible for inspection:—	
First of January, 1917	1,239
Duplicate and special reports made during the year	409
Total number of inspections and reports made, 1917	1,648
Poor-Law boys, formerly under the supervision of this Department, who have enlisted with the Canadian Expeditionary Force since the outbreak of the war	1,076
Killed in action	59
Wounded or missing	74
Received Honours at the front	5

From a close study and observation, extending over the nearly twenty years of my connection with the work, I have been enabled to estimate, not only the great value of this particular branch of immigration effort to our Dominion, but also the need of this class of farm and domestic help in this country.

SUPERVISION AND AFTER-CARE.

The responsibilities of my office include a general oversight of all children under the age of 18 who have been brought to Canada by organizations and accredited agencies. The department has therefore a general supervision of every juvenile brought to the Dominion, not a member of a family.

The policy of inspecting the children by this department is practically the same as that laid down by the regulations of the Local Government Board and Home Office, respectively, in Great Britain.

The department holds to no hard-and-fast rule as to the age when the inspection of a boy or girl shall cease, if the necessity for it is apparent.

The reports transmitted to England contain the fullest information respecting the conditions under which each child is living and employed.

When a boy or girl is discovered in an unsuitable environment the matter is brought to the notice of the Superintendent of the Home, and the child is transferred to another home or situation.

The Receiving and Distributing Homes were duly inspected during the past year, and were found in good order and well equipped.

These centres are of immense advantage to the children, and have added greatly to the efficiency of the work. The children, after reaching their majority, have no longer any claim on the Home, as they are considered self supporting, yet they are always given a welcome should they return for a visit.

Nearly all the homes are situated in Ontario, Quebec, and the Maritime Provinces, and the majority of the children have therefore been located in these provinces.

In keeping with the times, there has been noticed a very material advance in the wages paid these young farm hands. They are of very frugal habits. Every dollar these boys or girls save is well and honestly earned. They are thrifty, and the large majority have accounts in a chartered bank or in the Post Office Savings' Bank.

The question has not infrequently been asked me as to what these boys do with their wages, and this has been made the subject of special inquiry.

As already indicated, one thousand six hundred and forty-eight juveniles were inspected and reported upon to the Local Government Board, London, in 1917. Of this number, one thousand three hundred and twenty-six were of wage-earning age, and three hundred and twenty-two were of school age and placed under the foster parent system, i.e. for home, clothing, and schooling. The aggregate wages of those under the supervision of the department was $69,720.20, or on an average of over $50 per juvenile—not taking into account board and keep.

The great majority have Savings' bank accounts, either in their own name or in trust for them by the Home, and accessible to them when necessary. In this connection the following examples, selected quite indiscriminately, may be interesting, when it is borne in mind that the boys came to this country practically penniless.

A young man called at one of the Homes a few days ago, en route overseas with the Canadian Expeditionary Force and left for safe keeping $1,200 in Victory Bonds, and $370 to be deposited in a savings bank in trust for him. He had started to work on an Ontario farm eight years ago, and this represented his net savings.

Another young man who had unsuccessfully attempted to enlist, invested $1,000 of his $1,300 savings in Victory Bonds, all of which he earned as a farm hand, having started as boy apprentice seven years ago.

Some of the boys, and girls, too, of whom I have heard, are in the habit of helping their poor relatives in England financially from time to time, and others have brought their mother, father, brother, or sister to Canada.

That this work of child saving has proved to be not only philanthropic but intensely patriotic and Imperialistic is evidenced by the large number of youths and

young men who have been flocking to the colours in Canada since the beginning of the war. Many of them already having made the supreme sacrifice, their bodies lying in the fields of France and Flanders, while their companions, with the same indomitable courage, are marching on to final victory.

Such loyalty to the Motherland and such readiness to come to her help on the part of these young men should give this work a new value in the eyes of Empire builders.

In a general way it may be said that everyone of these young soldiers left comfortable positions and good homes either on the farm or in the town to answer the call of duty.

In addition to these there are many who, failing to pass the necessary examination for active military service, are nevertheless doing their bit in munition works in Canada.

Dozens of these boys have won their commission on the field, and are now distinguishing themselves as officers and non-coms. The Military Medal and other decorations have been awarded these erstwhile immigrant boys, and several have, I believe, been recommended for the Victoria Cross, thus proving that in addition to their loyalty they possess the true fighting spirit of the British born.

Returns of enlistments of Old Country boys received from the various societies, March 14, 1918:—

Barnardo	6,195
Middlemore	434
Macpherson	407
Church of England	405
Catholic Emigration Association	531
Salvation Army	67
Mrs. Smyley	115
National Children's Home and Orphanage	486
Fegan	350
Quarrier	400
Manchester and Salford Boys' and Girls' Refuges	83
Mrs. Birt	402
Total	9,875

The far-reaching results of years of effort on behalf of child immigration from Great Britain and Ireland are thus becoming more manifest as the years go on. This great war, while putting a complete temporary check on this work, has been the means of throwing a new light on the importance of this form of enterprise, within the Empire.

CANADA

REPORT

OF THE

MINISTER OF PUBLIC WORKS

ON THE

WORKS UNDER HIS CONTROL

FOR THE

FISCAL YEAR ENDED MARCH 31

1918

Submitted in Accordance with the Provisions of Chapter 39, Section 34, of the Revised Statutes of Canada.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1918

[No. 19—1919.]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

I have the honour to lay before Your Excellency the Report of the Department of Public Works of Canada, for the fiscal year ended March 31, 1918.

I have the honour to be, sir,

Your Excellency's most obedient servant,

F. B. CARVELL,

Minister of Public Works.

OTTAWA, December 14, 1918.

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REPORT

OF THE

DEPUTY MINISTER OF PUBLIC WORKS

FOR THE

FISCAL YEAR ENDED MARCH 31, 1918.

DEPARTMENT OF PUBLIC WORKS, CANADA.

OTTAWA, November 1, 1918.

Hon. F. B. CARVELL,
Minister of Public Works,
Ottawa, Ont.

SIR,—I have the honour to submit the report of operations of the Department of Public Works during the fiscal year ended March 31, last.

EXPENDITURE.

The total expenditure made by or through the department during the fiscal year 1917-18, on its various works of construction, maintenance, and operation, amounted to the sum of $14,055,207.70. The details of this amount are classified under the following heads:—

Harbour and river works	$ 5,551,773 97
Dredging, plant, etc.	1,405,838 16
Slides and booms	64,859 36
Roads and bridges	18,991 41
Public buildings	5,843,288 72
Telegraphs	751,451 48
Miscellaneous	419,004 60
Total	$14,055,207 70

The department has carefully adhered during the year under review to the policy of retrenchment which has been followed since the outbreak of the war, with the result that the aggregate outlay this year is $2,106,388.50 less than that of the preceding year; and $15,228,109.12 less than the expenditure three years ago. The parliamentary grant for this year was $9,914,057.70 less than that for the year 1916-17 and will be further substantially reduced for the year 1918-19.

REVENUE.

The revenue for the year amounted to the sum of $421,491.84, and is made up as follows:—

Slides and booms	$ 26,187 92
Graving docks	56,481 16
Rents	106,205 10
Telegraphs	204,877 13
Casual revenue	27,737 23
Total	$421,491 84

It will be noted that there is a decrease of $71,768.17 from last year's figures, which is practically the difference in the returns from slides and booms. The other items of revenue while showing fluctuation from the preceding year have aggregated about the same amount. The great decrease in slides and booms revenue is attributable to the new arrangement made last year whereby the St. Maurice slides and booms system was leased to the St. Maurice River Boom and Driving Company, Limited, from the first of April, 1917, at a rental of $1 per annum. The company was to collect the rates of tolls established by Order in Council, and after defraying the cost of maintenance and operation was to pay over the surplus there might be of revenue over expenditure. When this system was operated direct by the department, the practice was not to charge the cost of maintenance and operation against the revenue, but to defray expenditures from certain special appropriations granted for that purpose and return the entire collections as revenue. No payment has so far been made by the company under the existing agreement but, in any event, the change of method by which all expenditure is now deducted from revenue is bound to show a very substantial decrease in the latter.

Reference was made last year to the particularly small returns from the Ottawa River district. This year the collections were $9,904.38 more than the previous year, and the number of sawlogs 1,059,364 more than last year; the increase being due to the large quantity of logs from tributaries coming out which had been hung up the previous year.

HARBOUR AND RIVER WORKS.

The total expenditure in this branch of the Department of Public Works was $5,551,773.97, of which $4,097,211.58 was charged to capital and $1,454,562.39 to income. This is almost one million dollars less than last year's outlay.

The following is a list of works which have been completed during the year:—

Nova Scotia.—East River—River improvements and lock.

New Brunswick.—Small landings at Bass river, Moulies river, and St. Nicholas river.

Quebec.—St. Zotique—Small icebreaker.

Ontario.—Desbarats, small landing; Fort William, quay walls, Kingston harbour improvements, and Port Arthur pile protection breakwater.

British Columbia.—Sea Otter cove, small landing, Steveston jetty, second section at mouth of Fraser river, and Victoria breakwater.

The following works were under contract but unfinished at the end of the fiscal year:—

New Brunswick. St. John—Courtenay bay, harbour improvements.

Quebec.—Laprairie dyke, Rimouski harbour improvements, River St. Charles improvements, and the Champlain dry dock at Lauzon.

Ontario.—Port Stanley extension to western breakwater and Toronto harbour works.

British Columbia.—Vancouver, shed on west side of wharf, and Victoria, wharves and shed.

DREDGING.

The expenditure under this head amounted to $1,405,838.16, a decrease of $1,004,575.08 from that of the preceding year.

There were seventeen units of the departmental dredging plant not in commission during the fiscal year 1917-18. This released several Public Works tugs, and advantage was taken of this fact to place them at the disposal of the departments of the Government in need of such vessels; the Naval Service Department making use of the steamer *Speedy*, tugs *Helena*, *Canso* and *Sir John*; and the Customs Department making use of the tug *Canso* prior to this vessel having been taken over by the Naval Department.

The expenditure on the plant has been kept as low as possible, consistent with economic efficiency, and no new plant has been acquired or constructed. The outlay on contract dredging amounted to only $53,359.07.

The dredging of the channel in the East river, Pictou harbour, Nova Scotia, was completed. This work has been under way by dredge *P. W. D., No. 5 (Northumberland)* since 1908, and the work has involved the removal of 2,972,228 cubic yards.

A channel has been completed in the Saguenay river, giving a least depth of 16 feet and a width of 250 feet from the foot of the battures to Chicoutimi.

A satisfactory commencement has been made in removing shoal patches and points, which have been a source of danger to navigation in the main channel of the St. Lawrence river in Lake St. Louis.

This season saw the practical completion of the West Fort turning basin of the Kaministiquia river, at Fort William. The improvement of this harbour by dredging, to the extent planned, is expected to be finished next season.

The work at Port Arthur harbour during this season consisted in easing the entrance to the Government elevator slip; widening the main harbour south; widening the King's channel; completing the Saskatchewan Co-Operative and Grain Growers' slip and commencing the Richardson's elevator slip.

The close of the year has seen the completion of the widening and deepening of the channel through the First narrows to Vancouver harbour, and the removal of Parthia shoal; there is now a least depth of 35 feet over the First Narrows channel and Parthia shoal, and a least width of 1,200 feet in the channel, which had a width of 450 feet and a depth of 30 feet when the work was commenced in December, 1911. To effect this improvement has involved the removal of 4,139,260 cubic yards.

At Nanaimo, work has been carried on since 1914. By the removal of Rocky shoals the harbour has been greatly improved; no further work being required for presently prospective navigation.

This season saw the completion of the improvement, by dredging, of Victoria harbour. The Rocky shoals obstructing the free passage of the vessels have been removed so that there now exists in the inner harbour the safe depth of 20 feet, which is expected to be sufficient for the accommodation of shipping for some time.

Special reports, to the number of thirty-one, were forwarded during the year to the Departments of Marine and of the Naval Service, so that mariners might be kept acquainted by means of alterations of charts and notices to mariners with such work as has been accomplished.

Dredging operations were also carried on at the following places, where an expenditure of $10,000 or over was made:—

Nova Scotia.—Liverpool.

Prince Edward Island.—Bridgetown, and Rustico South.

New Brunswick.—Bathurst, Campbellton, St. John channel, St. John West, and Shippigan.

Quebec.—Ile aux Foins, Longueuil, Mission Point, and River St. Maurice.

Ontario.—Byng inlet, Hamilton, Midland, Port Burwell, and Port Stanley.

Manitoba.—Red river and Selkirk Slough.

British Columbia.—Fraser river (North Arm and Sandheads) and Skeena river.

PUBLIC BUILDINGS.

The sum expended on construction, maintenance and repairs of public buildings throughout the Dominion was $5,843,288.72, which is approximately the amount which was expended during the previous fiscal year. Of this amount, $2,674,855.88 was expended in the construction and improvement of public buildings; and $3,168,432.84 in repairs and maintenance.

The following buildings were completed during the year:—

Quebec.—Quebec post office—Minor works were executed to complete the main contract. Partitions were erected to form offices for the Military Service Act officials. Installation of tower clock and post office fittings.

Ontario.—Kingston—Erection of gymnasium at Royal Military College. Trenton—Alterations and additions to post office and post office fittings and new floor in lobby.

Manitoba.—Winnipeg—Alterations to Immigration Hall for Postal Station "A."

Saskatchewan.—Regina—Alterations to Royal Bank building and Customs Express building.

The following buildings were still under contract at the close of the fiscal year:—

Nova Scotia.—Halifax barracks on north common.

Quebec.—Three Rivers public building.

Ontario.—Ottawa Parliament buildings.

Alberta.—Calgary drill hall.

Owing to the shortage of anthracite coal last winter, in order to conserve this class of fuel as much as possible and with a view to setting an example to large private users the department made changes in many of the furnaces in public buildings situated in the Maritime Provinces and in the West so that local or bituminous coal might be used for heating. In this way, a very considerable quantity of anthracite coal was saved for domestic consumption. The results in the public buildings were generally satisfactory, although the soft coal required much closer attention and more careful firing than the anthracite.

The department was very fortunate in not having much damage done to the public buildings in the city of Halifax when the terrible explosion took place in the harbour on the 6th of December, 1917. Outside the roof of the drill hall being

wrecked, the post office and Customs buildings suffered only from broken windows and temporary dislocation of portions of the heating apparatus all of which was promptly repaired.

RECONSTRUCTION OF PARLIAMENT BUILDINGS, OTTAWA.

The progress made with the reconstruction of the Parliament buildings during the past year has been exceptional, and it may safely be said that a record has been set in its rapid construction. At the same time, the work is of the highest quality, in keeping with a national undertaking of this character.

On April 2, general building operations were resumed for the season of 1917, the masonry of the interior walls on the Senate wing being two storeys high, and an average of four feet above ground level for the balance of the building.

When masonry work was discontinued on December 18, 1917, all exterior and court walls had been completed to the main cornice or roof level; leaving the stone work of the four north ventilating towers, the front pavilions, the chimneys and the pent-houses above the roof to complete the exterior masonry.

The main tower was not proceeded with last year, the contractor devoting his energies to getting the building under roof before winter.

Structural steel-work, which was well started at the opening of 1917, has been completed, excepting minor sections such as pavilion and tower roofs, miscellaneous beams for stair landings, etc.

The sloping roofs are being constructed of Flex-or-Crete, a fireproof concrete nailing composition, while the flat roofs or decks are of terra-cotta arch tile. These sloping roofs have been completed with the exception of the Commons roof, which could not be placed on account of the early frost, while the roofs of the towers and pavilions cannot be constructed till the masonry walls of same are finished.

The terra-cotta arching of the flat roofs has been set, and the placing of the copper and tar and gravel roof covering will be proceeded with as weather conditions permit.

The setting of the terra-cotta arches for the floors of the building was commenced September 25, 1917, and approximately 80 per cent of this work has been completed.

The excavation for the foundations of the central heating plant is well advanced, and the concrete foundations for the north wall of this building have been placed.

Labour conditions have been generally satisfactory, the average daily force on this work for the year 1917 being 495 men.

During 1917, there were fourteen meetings of the Joint Parliamentary Committee and fifteen meetings of the board on the reconstruction work; also meetings of the Speakers, Senators, and Chairmen of the House Committees to discuss the general works of this building and arrangement of accommodation.

The expenditure on the work to March 31, 1918, amounted to $2,774,873.18.

In addition to the contracts mentioned in last year's report, the P. Lyall & Sons Construction Company, Limited, as general contractors for this work have, with the approval of the Joint Parliamentary Committee, entered into the following sub-contracts since the first of April, 1917:—

On April 25, 1917, the board authorized a contract for sand with R. R. Foster, Ottawa, Ont., for 5,584 cubic yards of sand at 77½ cents per cubic yard.

On April 27, 1917, the Joint Parliamentary Committee authorized that contracts be made for the terra-cotta fireproofing required for the work with the National Fireproofing Company of Canada, for $104,473.75, the Sun Brick Company for $17,337.50, and the Montreal Terra Cotta Company for $14,102.50. These are being executed.

On May 1, 1917, with the Estate of James Davidson, Ottawa, for 5,000 pieces of 2-inch by 10-inch by 16-foot merchantable spruce plank, delivered on the site for $39 per 1,000 ft. b.m.

Under date of July 20, 1917, a contract was executed with the National Brick Company of Laprairie, Limited, for the supply of 5,000,000 common brick at $12 per thousand, delivered on the site, as authorized by the joint committee on July 18, 1917. This contract has been fulfilled.

Under date of July 23, 1917, a contract was executed with the Wallace Sandstone Quarries, Limited, of Winnipeg, Man., for the supply of 154,000 cubic feet of Tyndall limestone at $1.02 per cubic foot f.o.b. cars, Ottawa, as per the authorization of the joint committee of February 7. In reality, this contract was not approved or executed till September 19, 1917; 38,602 cubic feet have been delivered on this contract.

Under date of August 24, 1917, a contract was executed with the Canada Cement Company for 33,000 barrels of cement, at $2.18½ per barrel f.o.b. cars plant, freight to Ottawa allowed and deducted from the above price with the Canada Cement Company, as authorized by the joint committee on August 22, 1917.

Under date of August 27, 1917, a contract was executed with the Missisquoi Quarries, Limited, Montreal, for the supply of 7,300 cubic feet of grey marble, sawn in 8-inch to 9-inch thickness, sawn two faces, from 8 feet to 9 feet long and 5 feet to 5 feet wide, at $3.20 per cubic foot; 2,500 superficial feet of 3-inch flag slabs, finished ready to set in position in sizes up to 8 feet by 3 feet to 4 feet for $1.20 per square foot; 71,000 square feet of 2-inch flag slabs, as above, in sizes 3 feet 6 inches to 4 feet by 1 foot 9 inches to 2 feet, for 87 cents per square foot; 25,000 square feet of Missisquoi black marble, finished 1¼-inch thick with "hone finish," cut as required, for 87 cents per square foot. All the above f.o.b. cars Ottawa, as authorized by the joint committee, August 22, 1917.

Under date of August 28, 1917, a contract was executed with Dartnell, Limited, Montreal, for the supply of 3,800 quoins, at $122.50 per thousand; 19,000 headers at $106 per thousand, and 37,700 stretchers at $106 per thousand, the same to be No. 1 quality, American-made enamel brick, English size, manufactured by the Andrew Ramsay Company, of Mount Savage, Maryland, as authorized by the joint committee on August 22, 1917. It was found necessary, however, to cancel this contract on November 9, as the manufacturer could not make the deliveries required to permit the closing in of the building before the end of the season and as the works were being seriously delayed thereby an order was placed with the Don Valley Brick Works, Toronto, to supply, from stock, the balance required.

Under date of September 20, 1917, a contract was executed with the Trussed Concrete Steel Company of Canada, Limited, Montreal, for the supply of 157,000 square feet (more or less) of 24-gauge Hy-Rib at 10½ cents per square foot, delivered on the site, as authorized by the joint committee on September 18, 1917. This contract has been completed.

Under date of September 20, 1917, a contract was executed with W. J. McGuire, Limited, Toronto, for the plumbing, pipes and fixtures of this building, at $129,900, as authorized by the joint committee on September 18, 1917.

Under date of September 25, 1917, a contract was executed with the Flexner-Taylor Company of South Boston, Mass., for the supply of 300 tons (more or less) of Flexcor Crete, at $25 per ton, delivered on the site, as authorized by the joint committee on September 18, 1917.

Under date of September 25, 1917, a contract was executed with W. E. Dillon Company, Toronto, for the roofing and sheet metal work of this building, for the sum of $76,100, as authorized by the joint committee on September 20, 1917.

Under date of January 11, 1918, a contract was executed with the Canadian General Electric Company of Canada, Limited, for electric conduit and fittings, amounting to $27,435.35, as authorized by the joint committee on January 8, 1918.

Under date of January 11, 1918, a contract was executed with the Northern Electric Company, Limited, for electric fittings and outlet boxes, amounting to $3,106.09, as authorized by the joint committee on January 8, 1918.

Under date of March 25, 1918, a contract was executed with W. G. Edge, Limited, Ottawa, for the heating and ventilating work, amounting to $386,000, as authorized by the joint committee on March 21, 1918.

Under date of March 25, 1918, a contract was executed with the Otis-Fensom Elevator Company, Limited, for the supply and installation of two Otis-Standard No. 17-33, 1-1, gearless traction type electric passenger elevators, for the Senate and House of Commons office blocks, amounting to $31,940, as authorized by the joint committee on March 21, 1918.

JUBILEE OF CONFEDERATION.

In commemoration of the fiftieth anniversary of Confederation and in dedication of this building by the Parliament and people of Canada, the central column upholding the ceiling of the main entrance hall was unveiled by His Excellency the Governor General at noon, Monday, July 2, with impressive ceremonies. Addresses were given by the Right Honourable Sir Robert Borden, G.C.M.G., P.C., and the Right Honourable Sir Wilfrid Laurier, G.C.M.G., P.C. The event was epochal in the history of Canada.

The column has incised upon it the following inscription:—

JULY
1867 1917
ON THE FIFTIETH
ANNIVERSARY OF THE CONFEDERATION
OF BRITISH COLONIES IN NORTH AMERICA
AS
THE DOMINION OF CANADA
THE PARLIAMENT AND PEOPLE
DEDICATE THIS BUILDING
IN PROCESS OF RECONSTRUCTION
AFTER DAMAGE BY FIRE
AS A MEMORIAL OF
THE DEEDS OF THEIR FOREFATHERS
AND OF THE VALOUR OF THOSE
CANADIANS
WHO IN THE GREAT WAR FOUGHT FOR THE
LIBERTIES OF CANADA
OF THE EMPIRE
AND OF
HUMANITY

The selection of the axial column of the Parliament building of the Dominion as the form of the memorial, was most appropriate and significant.

TELEGRAPHS.

During the year there have been added thirty-one miles of new line in the province of British Columbia, as follows:—

	Miles.
Kamloops-Mount Olie	2
" Savona	1
" Notch Hill	11
Hefley Creek-Upper Louis Creek	8
Merritt-Camford	7
Golden-Windermere	2
Total	31

There is now a total mileage of 12,047¾, and the offices number 1,106. The messages sent during the year aggregated 413,806, as against 411,934 during the preceding fiscal year. The expenditure was $751,451.48 as against $775,339.66 in the previous year, and the revenue showed an increase of $13,424.08 over 1916-17.

The telephone, telegraph and conjoint offices on the system are as follows:—

Telephone	665
Telegraph	389
Conjoint	52
Total	1,106

NATIONAL GALLERY.

The National Gallery being still without premises for the exhibition of its national collection of works of art, has continued to concentrate its energies upon the development of its policy of loan exhibitions to any art gallery or body which has proper facilities for exhibiting them, and it is believed that this policy is having a direct and important bearing upon the establishment of schools of art and design throughout the country. Its popularity is evidenced by the rapidly increasing application for these exhibitions, and without new purchases it will shortly become impossible to meet all requests.

Regular annual loans of works of art were sent out during the year to St. John, N.B., Sherbrooke, Que., Fort William, Ont., Winnipeg, Man., Regina and Moosejaw, Sask.; and special exhibitions were arranged for Halifax, N.S., Montreal, Que., Art Association, Ottawa-Central Canada Exhibition, Toronto Art Museum, and Western Canada Fair Association, the circuit including Calgary, Edmonton, Brandon, Regina, Saskatoon, and Prince Albert, also Vancouver, B.C. Twenty oil paintings were purchased from Canadian artists during the year.

Appended to this report will be found detailed reports from the different branches giving full particulars of the various works carried out by this department during the year.

I have the honour to be, sir,

Your obedient servant,

J. B. HUNTER,

Deputy Minister.

PUBLIC BUILDINGS.

BY R. C. WRIGHT, CHIEF ARCHITECT.

NOVA SCOTIA.

Repairs and improvements were executed on public buildings at the following places: Amherst, Antigonish, Annapolis, Arichat, Baddeck, Dartmouth, Digby, Guysborough, Glace Bay, Inverness, New Glasgow, Liverpool, Pictou, Parrsboro, Sydney, Sydney Mines, Springhill, Truro, Westville, Windsor, Wolfville, and Yarmouth.

At Halifax, the explosion of 6th December, 1917, in the harbour, did considerable damage to the public buildings; instructions were immediately issued to make the necessary repairs, and the buildings were placed in proper order.

PRINCE EDWARD ISLAND.

Charlottetown's old bank building and the Dominion building, Georgetown, Montague, Souris, Summerside, and Tignish public buildings.

NEW BRUNSWICK.

Bathurst, Campbellton, Chatham, Dalhousie, Fredericton, Grand Falls, Hampton, Hartland, Hillsboro, Marysville, Moncton, Newcastle, Richibucto, St. John, St. Stephen, Sussex, and Woodstock public buildings.

The difficulty of obtaining anthracite coal for use in the public buildings in the Maritime Provinces was overcome by changing many of the furnaces so that local bituminous coal could be utilized for heating.

QUEBEC.

Arthabaska, Coaticook, Drummondville, Dundee, Grosse Ile, Knowlton, Granby, Lachute, Longueuil, Magog, and Quebec.

Three Rivers: This building was described in the annual report for 1914. On the 9th of November, 1917, a contract for the fittings and furniture was entered into, which is now completed. Plans and specifications prepared by this department and work carried out under its supervision. Contractor for construction of building, Mr. Joseph Bourque. Contractor for fittings, the T. Shell Company. Work carried out under the supervision of Mr. Stephen Robitaille, of this department, Ottawa.

Quebec Post Office: The construction of this building, which was described in a previous report, is completed. A four-dial tower clock was placed in position, and in full working order. Construction of this building and the various works carried on at the other Quebec buildings were done under the supervision of Mr. Arthur Pouliot, Clerk of Works, Quebec.

ONTARIO.

Acton, Amherstburg, Aurora, Aylmer, Barrie, Belleville, Bowmanville, Bracebridge, Brantford, Bridgeburg, Cayuga, Chatham, Chesley, Clinton, Cobourg, Colling-

wood, Dresden, Deseronto, Dundas, Elmira, Elora, Essex, Galt, Goderich, Grimsby, Guelph, Hamilton, Harriston, Ingersoll, Kincardine, Kitchener, Lakefield, Leamington, Lindsay, Listowal, London, Midland, Milverton, Mildmay, Mitchell, Mount Forest, Niagara Falls, North Bay, Orangeville, Orillia, Oshawa, Ottawa, Owen Sound, Palmerston, Paris, Parkhill, Peterboro, Petrolea, Picton, Port Hope, Preston, Sandwich, Sarnia, Seaforth, Simcoe, Shelburne, Steelton, Stratford, Strathroy, St. Catharines, St. Thomas, Sudbury, Toronto, Walkerville, Walkerton, Welland, Whitby, Windsor, Wingham, and Woodstock public buildings.

Ottawa: Barns—A new wooden barn on a concrete foundation measuring 47 feet by 20 feet was erected adjoining the sheep sheds at the experimental farm.

A new flax barn was erected adjoining the main building, and measuring 47 feet by 30 feet.

Trenton: An addition to the rear of the building was constructed to provide additional accommodation for the post office.

MANITOBA.

Winnipeg buildings were repaired and improved.

SASKATCHEWAN.

Humboldt, Lloydminster, Maple Creek, Melfort, Moosejaw, North Battleford, Prince Albert, Regina, Saskatoon, Sutherland, Weyburn, and Yorkton public buildings.

ALBERTA.

Calgary, Edmonton, Grande Prairie, Lethbridge, Medicine Hat, Red Deer, Strathcona, and Wetaskawin buildings.

BRITISH COLUMBIA.

Ashcroft, Atlin, Cedarvale, Chilliwack, Cloverdale, Comox, Coutts, Cranbrook, Cumberland, Douglas, Duncan, Fernie, Field, Glacier, Golden, Grand Forks, Greenwood, Kamloops, Ladysmith, Mission, Nanaimo, Nelson, New Westminster, North Vancouver, Port Alberni, Prince George, Princeton, Revelstoke, Rossland, Saanich, and Vernon buildings; postal stations A and B, old post office building, sub-postal stations A, B and C and immigration building at Vancouver; examining warehouse and observatory at Victoria, and the quarantine station at Williams Head.

YUKON.

Dawson public building was repaired.

HARBOUR WORKS.

By E. D. LAFLEUR, Chief Engineer.

NOVA SCOTIA.

CHESTER BASIN.

Dredging.

Chester Basin is a small town situated on the H. & S. W. railway on the shore of Chester basin.

During the fiscal year 1917-18, dredge *No. 15* was in operation at this place. The work, which is the first done here, consisted of cutting a channel from the main channel in to the wharves, and dredging a channel along the front of the wharves for harbourage accommodation.

The area covered was 18,000 square feet, with an average cutting of 6·3 feet, giving an average depth at low water of 10 feet. The channel in to the wharves has a length of 170 feet and an average width of 44 feet, and the channel along the front of the wharves has a length of 218 feet and an average width of 48 feet. The material removed consisted of mud and gravel, with a place measurement of 4,200 cubic yards, and scow measurement of 5,570 cubic yards, showing an expansion factor of 32·6 per cent. Dredge *No. 15* worked here from September 24 to Nov. 14.

CLEMENTSPORT.

Dredging.

Clementsport, Annapolis county, is a village situated on either side of the mouth of Moose river, on the eastern side of Annapolis basin.

In 1917-18, 5,182 cubic yards, place measurement, were removed, at a cost of $2,110.70, from the left or south side of the channel immediately below the railway bridge. The work was begun on 3rd September and finished 24th November, 1917. It was all done by hand digging, at low water, the material being thrown on to a scow towed out about a mile to deep water, and dumped.

The digging is comprised within a total length of 600 feet by a maximum width of 100 feet; the depth of cut varies from 4 feet to 5 feet and the bottom of the cut is 6 feet above L.W.O.S.T., or 21 feet below H.W.O.S.T.

The excavated area will fill up by deposit of silt at a slow rate and should not require redredging for six or eight years.

EAST LA HAVE—REINHARDTS'.

Dredging.

Reinhardts' East La Have is situated on the western side of La Have river, about 12 miles south of the town of Bridgewater, Lunenburg county.

Work was done at this place during the year 1917-18, by dredge *No. 15*, and is the first dredging done here by the department. A channel was taken out on each side of the wharf so that better accommodation would be available. The area covered was 4,500 square feet with an average cutting of 3½ feet, giving an average depth of 6 feet below low water. The channel on the north side of the wharf has a length of 100 feet and a width of 30 feet, and the channel on the south side has a length of 50 feet with a width of 30 feet. The material removed consisted of mud and bricks. Place measurement, 590 cubic yards. The dredge was engaged here from November 17 to 27.

EAST MIDDLE LA HAVE.

Dredging.

East Middle La Have is a small farming and fishing district on the east side of the La Have river, about 9 miles from Bridgewater.

The work done by dredge *No. 15* during the fiscal year 1917-18, consisted of the cutting of a basin in front of a wharf for the better landing of the steam packet which runs on the La Have river between Bridgewater and the several small villages on the river.

The area covered was 8,000 square feet with an average cutting of 4 feet, giving an average depth of 5 feet at L.W.O.S.T. The basin has a length of 110 feet and a width of 80 feet. The material removed consisted of mud and gravel, the place measurement being 1,200 cubic yards and the scow measurement 1,558 cubic yards, showing an expansion factor of 30 per cent. The dredge worked here from September 4 to September 18.

EAST RIVER.

(This work is described in the annual report for 1915.)

East river is the most easterly of the three branches of Pictou harbour. It is navigable for small vessels from opposite Pictou to the town of New Glasgow.

During the fiscal year 1917-18, the contract let to Messrs. McDougal Bros. was practically completed, the only work still to be done consists of binding several of the dolphins with ¾-inch wire cable. The work consisted of unwatering, common and rock excavation, and timber approach piers.

In September, 1917, Messrs. Roger Miller & Sons, Ltd., finished their contract for the lock gates and operating machinery. The total expenditure on these two contract works amounted to $583,230.35.

Dredging.

The East river is the most important of the three branches of Pictou Harbour. Since the inception of the work in 1908, the department hydraulic dredge *No. 5* was employed, and the total amount removed to date is 2,972,228 cubic yards of clay, sand, gravel and shells. A detailed description of the whole project to that date is given on page 21 of the annual report for 1915.

During the past season, the dredge operated from June 23 to November 2, and excavated 290,700 cubic yards measured *in situ*. The material was principally soft alluvial clay with occasional areas of harder material near grade. The cutting was dredged to a depth of 21 feet below L.W.O.S.T. and to a width of 150 feet from stations 31+00 to stations 80+00 with the exception of some hard material between station 65+50 and 67+50 which the dredge could not remove.

This material consists of 2,400 cubic yards *in situ*, or 3,120 scow measurement, of tenacious clay that will require a dipper dredge to excavate. This, in addition to some

overlying soft material not removed by the dredge, will make a total of 5,620 cubic yards scow measurement to be dredged from that area.

In the second reach, station 120+00 to station 239+00 there yet remains 369,000 cubic yards of sedimentation to be removed from the cutting made in previous years.

INVERNESS.

Dredging.

Inverness, Inverness county, is an incorporated mining town situated on the north-western coast of Cape Breton island, about midway between the harbours of Mabou and Margaree, and 60 miles from Port Hastings, on the strait of Canso, with which it is connected by rail.

In April, 1917, the fishermen of Inverness asked the department for a channel across the beach, 15 feet wide in the bottom, and with a depth of one foot of water at low water or 5 feet at high water, to permit them to pass in and out of the harbour at least at half tide, but the channel asked for would extend beyond the protection of the eastern breakwater for a distance of 175 feet, and in order to protect this dredged channel, it was absolutely necessary to extend the eastern breakwater for that distance.

Instructions were received to excavate the channel; operations were commenced July 10, 1917, and continued when weather conditions permitted, until September 25, when the work was suspended.

The depth required was obtained throughout the length of the channel during the progress of the work, but the heavy seas washed the floating sand back into the channel, and on 26th September, when the final examination was made, it was found that the channel had an average depth of 1·2 feet *above low water* instead of one foot *below low water;* and as spring tides rise here 4 feet instead of having a depth of 5 feet at *high water,* as proposed, there were hardly 3 feet of water at that stage of the tide, and it will continue to shoal up until the channel is protected.

The amount of material removed on completion was found to be 3,155 cubic yards in place, without taking into consideration the amount of material removed and washed back into the cut.

The work was done by horses and scrapers.

LIVERPOOL.

Dredging.

Liverpool is a town situated at the mouth of the Mersey river. During the past fiscal year, dredge *No.* 7 removed 46,610 cubic yards, scow measurement. Work was commenced June 11, 1917, moved to Shelburne in September, and moved back to Liverpool, October 17, and continued operations until November 30, 1917.

From the bridge towards the mouth of the harbour for a distance of 1,110 feet, the nature of the material to be removed consists of mud and sawdust. For a further distance outwards of 1,034 feet the material consists of mud and sawdust mixed with fine white hard sand. In the last 1,089 feet of this channel, the bottom is composed entirely of fine, hard, white sand extremely difficult to remove with a ladder dredge. This dredging has been performed to a depth of 15 feet at L.W.O.S.T.

The bulk of the material removed during the last fiscal year came from that portion of the channel starting opposite the end of the marine slip and continuing seaward as far as the black buoy. A few scow loads at the latter end of the season were removed from the upper portion of the harbour at its northern side. This latter part of the work was 400 feet long and 100 feet wide, the main portion of the dredging over the bar had a common width of 150 feet and a length of about 1,750 feet to a depth of 15 feet at L.W.O.S.T.

Included in the above is the amount of dredging performed in improving a branch channel for the accommodation of new vessels which require launching. 1,200 cubic yards of mud and sawdust, scow measurement, were removed on June 22 and 23, a large portion of which has since filled up.

This branch channel was about 120 feet in length, 50 feet wide, with an average cut of 5 feet.

PARKS CREEK.

Dredging.

Parks creek (Conrads') is on the east side of the La Have river, about 12 miles from Bridgewater.

During the fiscal year 1917-1918, dredge *No. 15* worked at this place, cutting a channel into the wharf to give better accommodation for boats of deeper draught and to enable the steam packet *La Have* to make a landing. The area covered was 8,400 square feet with an average cutting of 1·3, giving an average depth at low water of 10 feet. The channel has an average length of 120 feet and an average width of 70 feet. The material taken out consisted of mud and small boulders, the place measurement being 1,338 cubic yards and the scow measurement 1,739 yards, showing an expansion factor of 30 per cent.

The dredge was employed from August 10 to August 30.

ST. PETERS NARROWS.

Dredging.

St. Peters narrows, Richmond county, are situated on the southern end of the Bras d'Or lakes, and, together with the St. Peters canal, form the connecting link for navigation between the lakes and the Atlantic ocean on the south.

Owing to the crookedness and narrowness of the navigable channel between the islands forming the narrows, the vessels approaching and leaving the canal from and for the Bras d'Or lakes, were frequently delayed by high winds in the channel, and in order to avoid dangers and delays, it was deemed advisable to improve the navigation through the narrows by widening and straightening the navigable channel at the worst points, and to deepen it to 18 feet at low lake level, which is the depth available in the canal.

The full scheme for the improvement of navigation in the narrows, involved the removal of 95,190 cubic yards in place at different points, but owing to the large amount of work to be done to effect the whole improvement, it was deemed advisable to remove, at present, only the most dangerous points, which were between the south-eastern end of Beaver island and the mainland.

The contract for the improvement of the channel involving the removal of 30,723 cubic yards of mud and clay in place, off two points, and over an area of about 118,700 square feet, was awarded to the Coastal Dredging and Construction Company of Sydney, N.S., at the rate of 28 cents per cubic yard in place.

Operations were commenced May 2, 1917, and completed in a very satisfactory manner and in accordance with the terms and spirit of the contract on 12th July following.

The full depth of 18 feet at low lake level in a width of 100 feet in the bottom, was obtained, and the amount of material removed was found to be as follows:

30,553	cubic yards	of class "B" material in place at	28 cents	$8,554 84
15	"	" "A" "	" $5	75 00
				$8,629 84

The dredged area was thoroughly swept after the completion of the work, and the full depth of 18 feet at low lake level was obtained everywhere.

SHELBURNE.

Dredging.

Shelburne is a town situated 70 miles northeast of Yarmouth and about 110 miles southwest of Halifax.

During the last fiscal year, dredge *No. 7* removed 4,780 cubic yards, scow measurement, of material from portions of the upper part of Shelburne harbour. Work was commenced on September 24 and completed October 17, 1917. The dredging consisted of the removal of mud and some small rocks from the channel and approach to the McKay shipyard, situated at the extreme head of the harbour. The length of the cutting was 445 feet, the portion opposite the launchway being 100 feet long by 150 feet wide, whilst the remaining 335 feet in length was 50 feet width. Different portions of this channel and approach were dredged to a depth varying from 5 feet to 8 feet at L.W.O.S.T. The depth obtained was the greatest that could be practically gotten in the different sections, owing to fact that absolute hard rock bottom lies immediately underneath, but dredging was done in the channel opposite wharf of L. Clow; the frontage between his place and G. A. Cox's wharf; opposite Mr. Cox's wharves; and, at the request of the Shelburne Ship Builders, Ltd., tried to assist that enterprise by dredging in front of their shipyard; here we found an absolute ledge of rock after we had succeeded in removing about 80 yards of round cobble stones. The material in these latter places, from Clow's wharf to the Shelburne Ship Builders yard consisted of a hard clay formation, interspersed with small rocks varying in size from a diameter of three inches to one foot. Below this stratum, which in no place exceeded a foot in thickness, we found soft mud, but with the ladder dredge it was particularly difficult to penetrate the top stratum.

WEST DUBLIN.

Dredging.

West Dublin is an important fishing and farming district in Lunenburg county, about 14 miles from Bridgewater on the west side and near the mouth of the La Have river.

During the fiscal year 1916-17, the departmental dredge *No. 15* removed 1,956 cubic yards scow measurement or 1,505 yards place measurement showing an expansion factor of 30 per cent. The work consisted of dredging a channel along the front of the wharves about 275 feet in length, having an average width of 30 feet.

During the fiscal year 1917-18, the work consisted of the cutting of a channel by dredge *No. 15*, from deep water into and along the front of the wharves. The area covered was 15,400 square feet, with an average cutting 3½ feet, giving an average depth at low water of 4½ feet. The channel has a length of 376 feet and an average width of 41 feet. The material consisted of mud, the place measurement removed being 1,985 cubic yards and scow measurement, 2,881 yards, giving an expansion factor of 30 per cent. The total cost in this fiscal year was $1,345.94, the dredge working here from July 9 to August 4.

YARMOUTH.

(This work is described in the annual report for 1915.)

Yarmouth Bar. Yarmouth harbour, lies about NNE. and SSW. (true), and from the upper wharves to the mouth of the harbour is nearly 4 miles.

In 1917-18, the sum of $553.37 was expended in minor repairs to a number of places in the 1,700 feet in length of beach protection, damaged by storms.

YARMOUTH.

Dredging.

In 1917-18, the dredge *Canada, No. 7*, removed 815 cubic yards, scow measurement, 649 cubic yards, place measurement, towed 2¼ miles. The work done consists in the widening of the turning berth opposite the Evangeline wharf, belonging to the D. A. Ry., at which the Boston steamers lie. Dredging was begun 7th January, and stopped 19th January, 1918, owing to ice conditions, which were unprecedentedly severe.

The dredging was comprised within a maximum length of 200 feet, by a maximum width of 50 feet; the maximum depth of cut was about 20 feet and the bottom of the cutting had a varying depth below L.W.O.S.T. of a maximum of 18 feet.

PRINCE EDWARD ISLAND.

ALBERTON.

Dredging.

(This work is described in the annual report for 1915.)

The village of Alberton, Prince Albert county, is situated on the northeast coast of the island at Caseumpeque harbour, about 55 miles by rail from Summerside.

While a depth of 10 feet at low water was carried on channel face of the wharf, the area immediately inward of the pierhead was available only for very small boats, being about dry at low tide. In order to provide further shipping accommodation the forming of berths on either side at the outer end of the wharf was authorized, each to have a length of 185 feet and average width of 80 feet, grading in depth from 10 feet up to 5 feet at their inner end at low water spring tides. Work was commenced November 3 by D. P. W. dredge *No. 11* and when suspended, November 20, a berth had been formed on the southern side of the wharf immediately inward of the southern "L"; it has a length of 90 feet and width of about 75 feet carrying an average depth of 7 feet at low water spring tides, providing sufficient protection and shelter for wintering the plant in safety.

The quantity of material removed between the above dates was 2,200 cubic yards, scow, and 1,500 cubic yards, place measurement, of overcasting, which consisted principally of mud and hard sand, all overcasting being dredged and scowed away.

BEACH POINT.

Dredging.

Beach point, Kings county, is situated on the south side of the entrance into Murray harbour. From the "point" a sand and mud spit, which is dry at low water, extends in a westerly direction along the edge of the channel a distance of about one mile and encloses between it and the shore a basin having a depth of from 1½ to 3 feet at low water, affording good shelter and anchorage for fishing boats. To make this shelter available at all stages of the tide, a small channel was dredged during seasons of 1904 and 1905 from the deep water outside into the basin a distance of about 400 feet. As this channel has been found inadequate, further dredging improvements were commenced by "D.P.W." *dredge No. 9* August 20 and carried on until November 3, when orders were received to take up winter quarters. During this period, 12,068 cubic yards, scow, and 13,600 cubic yards place measurement overcasting of sand and mud were removed; practically all of the overcasting being redredged and scowed away.

The improvements undertaken consist of forming a new channel to carry 7 feet at low water spring tides about 400 feet to the westward of the old cut and having a

total length of 950 feet, including turning basin at inner end, 250 feet in length, parallel to the shore; the width of approach from deep water to the basin being from 60 to 65 feet. When operations were suspended, November 3, about 400 feet of the approach was completed to the depth required.

BRIDGETOWN.

Dredging.

(This work is described in the annual report for 1916.)

The village of Bridgetown is situated at the head of navigation on the Grand or Boughton river, Kings county.

Work was commenced May 21, 1917, and carried on continuously until July 28 when satisfactorily completed; the quantity of material removed was 33,700 cubic yards, scow measurement, of principally soft mud. The improvements made covering the three seasons involving the removal of 57,600 cubic yards, consisted of deepening and straightening the channel from about 1,200 feet below Robertson's creek up to the wharves just below the village a distance of 5,050 feet, the width of cut being 70 feet with exception of the upper 500 feet which was made 100 feet wide to form a turning basin. The average depth carried over all the work on completion was 9 feet at low water spring tides, which here have a range of 5 feet.

McPHERSON'S COVE.

(This work is described in the annual report for 1916.)

McPherson's cove, Kings county, is situated on the south side of the Grand or Boughton river, a short distance within its entrance into Boughton bay.

During the past season some slight settlement caused by storms to the roadway approach was made up with broken stone; commenced work September 22, and completed 29.

Dredging.

To facilitate shipments some improvement has recently been made in size and depth of berths on each side of the pierhead, D.P.W. dredge *No. 9* working from July 30 to August 8, removing in that time 4,100 cubic yards, scow measurement, of mud. During progress of work, it was necessary to overcast 400 cubic yards, place measurement, in order to obtain flotation for the plant; this material being afterwards redredged and scowed away. The work done consisted in cleaning up shipping berths on either side of the pierhead, each berth having a length of 100 feet; their entrance being "bellmouthed" to a width of 90 feet in line with outer end of wharf, thence narrowing down to 30 feet at inner end; the depth made grading from 10 feet up to 7½ feet at low water spring tides.

RUSTICO.

(This work is described in the annual report for 1909.)

Rustico harbour is situated on the north coast of Prince Edward Island, about midway between North point and East point, and 9 miles northerly by road from Hunter river, the nearest station on line of the Prince Edward Island railway.

Some strengthening of the beach protection work, situated immediately within the harbour entrance near the back range light, was commenced August 7, satisfactorily completed September 15, and consisted of driving twenty piles along the channel face of the work and making up some small settlement which had occurred in the brush and stone filling.

RUSTICO.

Dredging.

Owing to the shoal depth of water carried over the greater portion of Gauthier's creek, only the smallest class of fishing boats could reach the village at low water. In order to make the head of the creek accessible at all stages of the tide, improvements of the channel approach thereto were commenced by the departmental dredge *No. 11,* October 26, 1916, but shortly afterwards suspended owing to the plant being ordered into winter quarters. Operations were, however, resumed again May 31, 1917, and carried through to a satisfactory completion, October 17; the quantity of material removed during this time was 29,275 cubic yards, scow measurement, of principally mud, sand, and brick clay. To facilitate the working of the plant in front of the fishing stages at upper end of cut it was necessary to overcast 3,080 cubic yards, place measurement, of mud, about half of which being afterwards redredged and scowed away.

The work done covering the two seasons consisted of forming a channel through the flats from point where abandoned in 1891 up to a small basin near the fishing stages below the village. This channel has a length of 2,350 feet and width of 60 feet, carrying on completion 8 feet at low water spring tides.

Improvement was also made in depth of water along the outer end of fishing stages located at the head of the creek for a distance of 500 feet, the depth now available being not less than 4½ feet off any stage; while the turning basin adjoining was enlarged and deepened to an average of 7 feet at low water spring tides.

Included in the above quantity is 700 cubic yards, scow, and 300 cubic yards, place measurement, overcasting, of hard sand, removed to form berths for small vessels in front of a beach protection work 200 feet in length, situated just within the harbour entrance. The dredge was employed at this work from July 17 to 20; the depth made being 9 feet at low water spring tides.

Some silting in may be expected from time to time, particularly in front of the stages where the material excavated was very soft.

Before the dredge left Rustico authority was given to clean up the area in front of Mr. Joseph Gallant's wharf, which is situated about 2½ miles in a southwesterly direction from the harbour entrance at the village of Rusticoville. The dredge operated here four days, October 23 to 26, removing 700 cubic yards, scow measurement, of mud and sand. The berth formed has a length of 150 feet and average width of 40 feet, carrying a depth of 8 feet at low water spring tides.

NEW BRUNSWICK.

BASS RIVER.

The Bass river is a small tributary of the Richibucto from the west, and enters the latter about 20 miles about its mouth.

Between the 10th and 16th July, 1917, a small landing wharf was built at Bass river at the head of navigation and about 3 miles above its junction with the Richibucto.

The landing is constructed of cribwork 8 feet wide with a frontage of 75 feet and wings extending shorewards 25 feet at each end. The interior is filled and surfaced with ballast and earth and behind the landing an area about 75 to 42 feet wide and extending back about 160 feet to high ground was graded with 2 to 3 feet of brush and about 1½ feet of earth. The lower side of this area was protected by a single face timber laid over sills and with several short cross-ties on top embedded in the fill.

BATHURST.

(This work is described in the annual report for 1916.)

Bathurst, the shire town of Gloucester county, is situated on the south shore of Chaleur bay.

On the main or Nipisiguit channel, about 3·6 miles long from the harbour entrance to the berth and turning basin at the pulp mill, the required width of cut is 200 feet, increased to 300 and 350 feet at the turns, and depth 17 feet at low water.

The turning basin and berth together will have an average width of 450 feet, length of 900 feet and depth of 21 feet at low water.

Dredging is also required in the branch channel at the Gloucester Lumber and Trading Company's and the Geo. Eddy Company's wharves where the proposed cut is 100 feet wide, 2,000 feet long and 12 feet deep at low water; and in the middle river channel about one mile long past the Bathurst Lumber Company's wharves in Bathurst village to the departmental wharf, where 15 feet at low water is required.

The cut across the outer bar is about 1·7 miles long of which the greater part has been dredged to the required width of 200 feet and depth of 17 feet at low water. On this section and also in the main channel inside the harbour a final depth of 25 feet at low water is called for.

Dredge *P.W.D. No. 2* was at work in the past season between 13th October and 7th November on the Nipisiguit bar in the middle river channel, where about 12,600 cubic yards of sand and clay were removed in deepening a section about 500 feet long and 100 feet wide about 1,600 feet above the Forks, where previously were depths of about 10 to 13 feet.

Dredge *P.W.D. No. 3* was at work between 28th August and 27th September and on the 2nd, 3rd, 12th and 13th October on the Ripple and Ballast bars, in general removing sand and gravel, to the extent of about 29,176 cubic yards, accumulated since the dredging was previously done here.

This dredge worked on the Outer bar between 29th May and 27th August, on the 26th and 29th September, and between 5th and 9th and 13th and 16th October, removing about 85,221 cubic yards of sand and gravel, covering the greater part of the channel across the bar and deepening the outer 4,000 feet where filling-in had occurred.

The limiting depth in the channel is now about 14½ feet.

The total quantity removed during the fiscal year was about 126,997 cubic yards barge measurement.

CAMPBELLTON.

Dredging.

Campbellton is situated on the south shore of the Restigouche river about 16 miles above the mouth.

At the deep-water wharves, where berths with 22 feet at low water ordinary spring tides are required to enable lumber steamers to lie afloat and take full loads, dredge *P.W.D. No. 2* was at work between 9th July and 10th August and between 13th and 15th, and 17th and 25th September, 1917, when a total of 27,350 cubic yards barge measurement was removed. The berth on the outside of the wharves was dredged to about 20 to 22 feet at low water for a length of about 900 feet and width of about 100 feet, and the inside berth was dredged to 19 to 22 feet, for a length of 650 feet and width of 50 to 75 feet.

The material was mud, sand, and gravel.

CHURCH RIVER.

Dredging.

The Church river enters Miramichi bay about 24 miles northeast of Chatham.

A contract was entered into on August 9, 1916, with Mr. F. A. Fowlie for the removal of 14,000 cubic yards barge measurement, at the rate of 35½ cents per cubic yard, in dredging cuts 40 feet wide to 3 feet at low water across the lower shoal and to 2½ feet across the upper shoal. The length of the two cuts was 600 feet and 2,330 feet respectively.

During 1916, 6,568·9 cubic yards were removed in making a cut about 1,900 feet long across the upper shoal.

Dredging was in progress between 23rd May and 2nd August, 1917, when the work was completed.

A total of 14,421·7 cubic yards, barge measurement, was removed, from which a deduction of 311·7 cubic yards was made for dredging below subgrade.

The total place measurement quantity was 12,783·3 cubic yards and the expansion factor was 15·4 per cent in the work of the first season and 27·85 per cent during 1917.

FORD'S MILLS.

Dredging.

Ford's Mills is a farming and lumbering settlement at the head of navigation on the Coal branch, a tributary of the Richibucto river.

Between 17th October and 13th November, 1917, the shoal section was dredged by day labour, a small orange-peel dredge *Farmer's Friend* being procured from the Welsford Agricultural Society at a rental of $14 per day, including wages of engineer and cost of gasolene, oil, and repairs.

A cut was made about 315 feet long, 20 feet wide and 1 to 1½ feet deep across a sand bar or shoal at the lower end, and in a length of about 1,250 feet at and below the landing. Shoal sections were dredged and a large amount of slabs and other mill refuse, etc., was removed leaving a channel about 20 feet wide with a depth of 1 to 1½ feet at low water, giving sufficient width for the scows and depth at half tide and over.

The material was cast over, being deposited on a scow by the dredge bucket and shovelled off at the opposite side to keep it far enough from the cut.

KOUCHIBOUGUAC RIVER.

Dredging.

The Kouchibouguac river enters the gulf of St. Lawrence about 12 miles north of Richibucto.

Between 17th September and 6th October, work was in progress to reduce a bar below a dam about 9 miles above the mouth which had an area of about 80 by 100 feet and was lowered about 2 to 3 feet.

The dredge used was the *St. Louis Star*, belonging to the St. Louis Agricultural Society, for which a rental of $15 per day, including wages of engineer and cost of gasolene, oil, etc., was paid.

MIDDLE ISLAND.

Dredging.

Middle island is the quarantine station for the Miramichi river, and lies opposite the lower end of the town of Chatham.

In order to give a sufficient channel between the island and the mainland for the

small motor-boat used by the quarantine officer and the caretaker, dredging was authorized under an agreement with Mr. Peter England, and was undertaken between 6th and 20th June, when a total of 2,003·1 cubic yards barge measurement was removed with the dredge *Peter England* at the rate of 40 cents per cubic yard barge measurement. The material was mud, firm clay, gravel, etc.

A cut was made about 600 feet long, 20 feet wide and with 2 to 3 feet at low water where was previously a least depth of about 1 foot.

The approach to and berth at the wharf formerly dry or nearly dry at low water were deepened about a foot in a width of 20 to 30 feet and length of about 150 feet.

MOULIES RIVER.

Moulies river, Kent county, is a small branch of the Richibucto, entering the latter from the west about 17 miles above its mouth. It is navigable for small boats and scows for about three miles.

Between 4th and 18th September, 1917, a small wharf, to be used as a landing place and storage ground for shell mud, was constructed at the lower side of a highway bridge at the head of navigation on the Moulies river.

The landing has a frontage of 95 feet, and consists of cribwork 8 feet wide with a wing of the same extending 50 feet to the shore at the lower side.

The cribwork is filled with stone and surfaced with earth and the area behind the cribwork is graded with earth and gravel.

The expenditure for the fiscal year 1917-18, was $293.52.

RESTIGOUCHE RIVER.

Ship Channel.

On 26th and 27th September dredge *P. W. D. No. 2* removed about 1,200 cubic yards from the channel on the range of the Campbellton lights, about one-half mile below the deepwater wharf.

The least depth on this range which embraces the upper 8,500 feet of the ship channel is now about 13½ feet at low water.

Between 22nd October and 10th November, dredge *P.W.D. No. 3* worked on the Oak Point shoal, removing about 30,247 cubic yards, barge measurement, in a length of about 1,000 feet, giving depths of 16 to 18 feet where previously were about 14 to 17 feet at low water. The dredge did not, however, reach the turn to "The Traverse" or range of the Oak Point lights, where is now a least depth of 12½ feet at low water, the limiting depth in the channel to Campbellton.

RICHIBUCTO CAPE.

Dredging.

Richibucto Cape is a fishing station and settlement on the Northumberland strait, about 6 miles south of the entrance to Richibucto harbour.

Since there is no natural harbour, a breakwater has been constructed giving a sheltered area of about 2·8 acres. Shoaling having occurred in the approach to the area inside the breakwater, dredging was undertaken by day labour between 9th July and 7th September, 1917, when areas about 200 feet square inside the pierhead and 70 feet square at the entrance, where were previously depths of from 1 foot above to 1 foot below low water, ordinary spring tides, were deepened to 2½ to 3½ feet at low water.

The clam shell dredge *Excavator* and two scows belonging to the McLaughlan Co., Ltd., of Buctouche, were employed at a rental of $21 per day, including wages of engineer and cost of gasolene, oil, and repairs.

The total quantity removed was 5,071 cubic yards, barge measurement, and 100 cubic yards overcast, and the cost was 29 cents per cubic yard, barge measurement.

ST. CHARLES RIVER.

Dredging.

The St. Charles or Big Aldouane river flows into the northwest arm of Richibucto harbour about 4 miles northwest of Richibucto.

Work was in progress by day labour between 9th and 31st October, 1917, when cuts 9 inches to 2 feet deep and 12 to 15 feet wide were made in a total length of about 1,365 feet across several shoal sections of the river channel and in the approach to the lower landing or Gray's wharf (so called). The material removed, consisting of sand and mud, amounted to 1,265 cubic yards, and the cost per cubic yard was 38 cents.

A small orange-peel dredge, *The St. Charles River*, belonging to the local Agricultural Society, was employed on the work at a rental of $15 per day, including wages of engineer and cost of gasolene, oil, and repairs.

ST. JOHN HARBOUR.

Berth No. 16.

The contract for the erection of shed No. 16 was completed by the contractors early in June. The contract awarded Messrs. Kane & Ring on December 22, 1916, for 5,000 yards rock ballast to be placed in the rear of the wharf wall to counteract the reaction of the weight of concrete on cribwork, was also completed in June. Periodic observations of alignment and level are being taken along the concrete face of the wharf, and so far no further settlement has occurred.

Shed No. 16 is 788½ by 90 feet, and has a safe floor load of 400 pounds per square foot.

General repairs to wharves, etc.

On account of all structures in the harbour being of timber, the annual maintenance and repair is considerable. The repairs carried out during the season were: shed roofs, floating fenders, vertical fenders on wharves, etc.

Deep-water berths.

During the season, the deep-water berths in the harbour were dredged to a uniform depth of 32 feet. This was performed by contract, 17,159 cubic yards being removed at an expenditure of $6,921.82.

Grain conveyor galleries, shed No. 5.

On the 13th June, a portion of shed No. 5, on which the grain conveyor galleries, erected in 1914, were placed, collapsed and wrecked about 300 feet of grain conveyor galleries. Work was immediately commenced to salvage as much as possible of the conveyor machinery.

On November 9, a contract was let to Messrs. Grant & Horne for the rebuilding of conveyor galleries, and the work of installing machinery was carried out by the department's forces, by day labour, under the supervision of the Metcalf Company of Montreal.

Repairs to sheds 14 and 15.

During extreme high tides, accompanied by heavy winds, considerable loss and inconvenience has, in the past, been experienced at sheds Nos. 14 and 15, by the water washing over the berth on to the shed floor. To obviate this damage, the floor on both these sheds has been raised about 6 inches. During two severe storms, since this work was completed, no inconvenience has been felt.

Platform No. 15 shed.

During the severe storm of October 30 and 31, about two hundred feet of platform, No. 15 berth, was torn up; this was replaced at an expenditure of $660.50.

Fort Dufferin Breastworks.

Two severe storms in January and November, 1916, entirely destroyed two portions of the breastworks. Work of repair was started and was fairly well advanced when the heavy storm of October 30 and 31 last, washed away practically all the work under construction, in addition to about 163 feet of the existing work. One portion of the breastworks, about 110 feet in length, has been completed.

Negro Point Breakwater.

During the season, plans were prepared for the extension of the breakwater. Borings and investigations were made on Partridge island to ascertain if the rock was suitable for the breakwater. It was found that a considerable quantity of suitable rock could be obtained at this place, and the Common Council of the City of St. John, on the 30th January last, granted permission to obtain rock on the island.

PARTRIDGE ISLAND LOW-WATER LANDING.

Authority was given to rebuild the extension to the low-water landing which was constructed to facilitate the landing of passengers, chiefly military, at low stages of the tide; the work has been completed.

ST. NICHOLAS RIVER.

The South Branch is a small stream entering the St. Nicholas river, Kent county, about 4 miles above the mouth of the latter into the Richibucto.

Between 3rd and 17th and on 30th July, 1917, a small wharf was built near the head of navigation on the South branch, i.e., about one mile above its mouth.

The wharf is intended for the landing and storing of shell mud, dredged near the mouth of the river and used as a fertilizer, and is 72 feet long and 5 tiers high on the outer face, with wings carried shorewards about 25 feet; the cribwork of front and wings is 8 feet wide; a strip 14 to 15 feet wide along the front is planked, behind which the wharf is surfaced with gravel, and a right of way about 340 feet long to the public road was graded and fenced.

SHEDIAC BAY.

Dredging.

The site of the dredging is in the approach to the Grandigue wharf in Shediac bay or the northern end of Shediac harbour, 5 miles north of Shediac.

Dredging has been in progress in the last four years in the berths at and approach to the wharf, the total length of the latter being 2,750 feet.

To give a general width in the approach of 35 to 40 feet, a section about 1,300 feet long previously only about 18 feet wide was widened during the past season where the depth is about 5 to 6 feet at low water.

Work was in progress in broken time between 17th September and 14th November, and the total quantity removed was 2,585 cubic yards barge measurement and the cost 40 cents per cubic yard. Material, mud.

SHIPPIGAN GULLY.

Dredging.

Two sharp bends in the channel inside the gully have made navigation difficult, therefore at different times dredging has been undertaken to give a straight course from the gully inwards towards Shippigan harbour.

During 1917 the removal of the outer point or bend was begun by dredge *P.W.D. No. 13*, an area about 550 by 75 feet being dredged to 9 to 10 feet at low water ordinary spring tides where the least depth previously was 4 to 5 feet.

The lower end of the channel across the inner bend was completed, an area about 600 feet long and 0 to 100 feet wide, starting about 1,300 feet inside the breakwater at the gully, being dredged to about 9 feet at low water. At the uppper end of this channel, which has a total length of about 2,800 feet, two partial cuts were made through a shoal section about 1,000 feet long, the larger cut being about 700 feet long by 30 to 60 feet wide and the depth reached was about 8 to 9 feet.

Work was in progress between 9th July and 29th August and on scattered days when the weather permitted up to the 19th October.

The materials removed amounted to 25,662 cubic yards, barge measurement, of mud, sand, and gravel.

SHIPPIGAN HARBOUR.

Dredging.

Between 29th June and 6th July and, at different times between the 1st September and the 12th October, dredging was undertaken by dredge *P.W.D. No. 13* to deepen and extend the berths at the Shippigan public wharf which is situated at the terminus of the Caraquet railway, and 3 miles from Shippigan gully.

The berth along the inside of the pierhead, 75 feet long, was partly dredged to a width of about 45 feet, and beyond the pierhead a foundation for a proposed 100-foot extension and berth was dredged to 10 to 12 feet at low water. Dredging is still required for berths along the inside of the wharf shorewards of the pierhead for a total length of 260 feet.

Along the outer or southern side of the wharf, dredging was done in a length of about 370 feet and average width of about 80 feet to extend the berths shorewards. Dredging is still required close to the face of this section of the wharf which was close piled to prevent settlement of the blocks.

Depths of 7 to 8 feet were given where there was previously ½ to 2 feet at low water.

The total quantity dredged was about 27,011 cubic yards of mud, which includes about 11,731 cubic yards overcast, much of which was afterwards removed in scows and is included twice in the larger figure.

QUEBEC.

BATISCAN.

Dredging.

Batiscan is situated on the north shore of the river St. Lawrence, in the county of Champlain, 101 miles below Montreal.

During the summer 1915, a 12-foot entrance channel to the government wharf was dredged, and the object of the dredging undertaken last fall was to maintain at its

original depth of 12 feet, the western branch of this entrance channel where filling in took place.

The work performed by La Cie Générale d'Entreprises Publiques, between October 13 and November 7, 1917, consisted in the removal, over an approximative area of 300,000 square feet, of 23,704 cubic yards of sand, scow measurement, at 18 cents a cubic yard.

CAUGHNAWAGA.

Caughnawaga, a post village in Laprairie county, is situated on the south shore of river St. Lawrence,

From September 17 to November 15, 1917, departmental dredge *No. 119* removed some 2,561 cubic yards, scow measurement, in making a temporary channel, leading to government wharf, also removed a few stones in front of wharf.

Dimensions of work done: a channel 168 feet long, parallel with G.T.R. wharf, by 95 feet wide, average, to a depth of 9 feet below extreme low water level, or 0 foot gauge.

Hours of actual dredging, 260½; cut from 15 to 18 feet wide; face removed from 1·6 to 6 feet; distance advanced, 1,474 feet; dumping ground within 1 mile, in a deep place, in river St. Lawrence, opposite Caughnawaga.

CHICOUTIMI.

Dredging.

The dredging between Ste. Anne and Chicoutimi was done by the departmental plant "Steam Derrick."

The object of work is to allow the ferry plying half hourly between Ste. Anne and Chicoutimi, to fulfil the service at any stage of tide.

During the present fiscal year, only 2,680 cubic yards of clay and boulders have been removed near the Basin wharf; more attention was given to the removal of big boulders obstructing the channel on the Chicoutimi side, and near the Ste. Anne where 593 cubic yards of boulders have been removed.

The work consists in the dredging of a channel giving 6 feet of water across the Saguenay between Ste. Anne and Chicoutimi basin wharves.

CONTRECŒUR.

Contrecœur is an incorporated village and station in Chambly-Verchères county, on the south shore of river St. Lawrence.

From 25th May to 29th June, 1917, departmental dredge *No. 106,* worked here, and removed some 12,078 cubic yards, scow measurement, of clay and a little sand, easy to dredge.

Dimensions of work done: one cut 1450 feet long, by 50 wide average at bottom, to 3 feet below extreme low-water level, or 0-foot gauge at Contrecœur wharf, corresponding to elevation 19.09. Hours of actual dredging, 250½; face removed from 2 to 5 feet; distance advanced 1,609 feet; dumping ground 2 miles downstream, in a deep place, north of Contrecœur channel, close to a small island, where no damage will result, and material placed to leave 5 to 6 feet at low water.

The site of dredging done is situated 3,500 feet, upstream of Government wharf, at Contrecœur, between the shore and Ile aux Rats.

DOUCET'S LANDING.

Doucet's Landing or Ste. Angele de Laval, Nicolet county, a post village on the south shore of the river St. Lawrence, directly opposite Three-Rivers, to which it is connected by steam ferry.

Dredging was done in front of the Grand Trunk Railway wharf in order to afford sufficient depth of water by removing 2,190 yards *in situ*, or 2,910 cubic yards, scow measurement, expansion factor 33 per cent, of class B material, clay, sand, and small boulders.

The area dredged, of irregular shape, covers 1,550 square yards; the average depth of cut being 4·5 feet.

An agreement was entered into with La Compagnie Générale d'Entreprises Publiques to do the work at the price of 30 cents per cubic yard, scow measurement.

In order not to interfere with the traffic, the work was done during nights by dredge *Welland*, attended by tug *Denisa*, between November 10 and 12, 1917.

GRENVILLE CANAL.

Grenville is located on the north shore of the Ottawa river, about 58 miles below the city of Ottawa.

During the period, June 18 to 23, the departmental dredge *No. 103* worked immediately below the second lock, cleaning the canal of rock which had fallen in from the bank.

An area of 8,150 square feet was dredged to grade 10 feet on a length of 200 feet and 25 to 43 feet in width. From 1 to 1½ feet of limestone was excavated, a total of 455 yards was removed; 333 being cast over on the bank, and 120 spoiled at the old dumping ground outside the canal entrance.

HA HA BAY.

Dredging.

This dredging has been performed at Port Alfred situated on the east side of Ha Ha bay, between St. Alphonse and St. Alexis, where the Ha Ha Bay Sulphite Company has erected a powerful chemical pulp mill.

The object of this work is to facilitate the approach, by ocean steamers, to the company's wharf.

The dredging was performed by the departmental dredge *No. 115*; work was started on 28th May and continued until 30th June.

The channel, 90 feet wide, commenced in 1916 was continued inwards a further 190 feet and to a depth of 16 feet below low water spring tides.

The material was very soft clay, and some difficulty was experienced in performing the work.

ILE AUX FOINS.

Ile aux Foins is the most upstream of the group of islands in river St. Lawrence, at the head of lake St. Peter, between Sorel and Berthier.

The area dredged was obstructed during the ice shove of 1916, which had deepened the channel, at some places, from 10 to 18 feet and, at other places, nearly blocked it.

From the 3rd July to 16th October, 1917, departmental dredge *No. 106* worked here and removed 29,067 cubic yards, scow measurement, of sand and clay, in completing a channel for ferryboat and traffic between Sorel and Berthier.

Dimensions of work done: 650 feet long, parallel with range of lights, by 260 feet wide; upstream of range of lights, or immediately at foot of Ile aux Foins, 1,180 feet long, parallel with channel, by from 20 to 100 feet wide, to a depth of 10 feet below extreme low water level, or 30 feet on Marine gauge at Sorel, Que.

LAC ST. LOUIS.

The site of dredging is situated at the intersection of St. Lawrence and Ottawa rivers main channels, in lake St. Louis, 3 miles upstream of Lachine.

The object of dredging is to facilitate the passage of boats drawing 11 feet of water.

From 16th May to 15th September, 1917, departmental dredge *No. 123* worked here, removed some 29,550 cubic yards, scow measurement, in making 14-foot depth, clear at low water on the north side of main channel, completing 41·6 per cent of the whole project.

Dimensions of work done: one ridge situated on the north side of main channel, starting some 1,300 feet upstream of lower light of main channel, 700 feet long, parallel with main channel, by 100 feet wide average to 14 feet clear at low water; a second ridge, situated on the same side of main channel, starting at 2,200 feet upstream of lower light, on a length of 1,200 feet by 80 to 100 feet wide average, to a depth of 14 feet.

Hours of actual dredging 773½; cut, 35 feet wide; face removed, from 1 to 7 feet; distance advanced, 4,846 feet; dumping ground 2 miles downstream, immediately opposite upper light of new range, in a deep place, some 1,800 feet south of main channel, around a buoy, which has been placed by the Marine Department for that purpose.

LAPRAIRIE.

(This work is described in the annual report for 1916.)

Laprairie, a town in Laprairie county, on the south shore of the St. Lawrence, and a station on the Grand Trunk Railway.

(*A*) *Dyke.—Contract.*

During the fiscal year 1916-1917, the Duranceau & Poupore contract was cancelled. Total cost of contract, $75,685.

Another contract was given by the Dominion Government on November 18, 1916, to the Carleton Construction Company to complete the dyke on its improvements at the estimate cost of $79,420.47. No work had been done by the contractor on this contract during fiscal year 1916-1917.

On May last, the Carleton Construction Company began their work; as the progress of work was not satisfactory, the company was repeatedly warned that their contract would be cancelled, and the company showing no improvement in their progress, their contract was cancelled on August 8, last.

On September 5, a contract was entered into with Quinlan & Robertson Co. to complete the work on the dyke at actual cost plus 10 per cent.

The total expenditure incurred by the contractors during fiscal year 1917-1918, amounts to $127,079.13, and work done is as follows:—

Western wall excavation.—Stone footing completed for a distance of 4,300 feet; wall extended and rebuilt completed on a distance of 4,000 feet; concrete wall protection completed for a distance of 2,700 feet completed to a height of 7 feet on a further distance of 325 feet.

Curb and Gutter.—Completed on the western side for a distance of 2,540 feet; completed on the eastern side for a distance of 1,620 feet.

Eastern wall.—Completed for a distance of 2,700 feet; and completed to a height of 7 feet on a further length of 400 feet.

Bridge.—The piers were raised about 4 feet, two additional beams were placed; the cross beams were riveted in place, and a new concrete flooring was laid.

No expenditure was incurred on the macadamized roadway this year.

Plank roadway.—During the present fiscal year, the plank roadway and temporary bridge were maintained in good order. Nearly all the planks were renewed by day labour.

Protection wall.—A wooden crib extension of the concrete completed by the Department in 1906 in front of St. Joseph Academy was rebuilt in concrete on a length of 46 feet, height 12 feet and average thickness 2 feet.

LONGUEUIL.

Longueuil, is a post town, in Chambly-Verchères county, Montreal district, on the south shore of river St. Lawrence, opposite Montreal.

During 1917, the department undertook four different dredging improvements at Longueuil: (a) Canada Steamships; (b) Government wharf; (c) Shoal; (d) Test dredging.

A. Canada Steam.

From the 14th May to 14th July, 1917, departmental dredge *No. 110* removed some 27,095 cubic yards, scow measurement, of material in completing a channel for the ferryboat, plying between here and Montreal, from the beginning of April to the middle of December.

Dimensions of work done: 450 feet long parallel with current, by a few hundred feet wide, to a depth of 12 feet below extreme low water level.

Hours of actual dredging, 266; cut 35 feet wide; face removed, from 1 to 6 feet; distance advanced, 4,267 feet; dumping ground, 3½ miles maximum, on the northwest side of river St. Lawrence; minimum, 2 miles, the whole under the supervision of the Montreal Harbour Commission.

The site of dredging done is some 1,500 feet from Canada Steam Lines wharf, in river St. Lawrence, close to main channel, immediately below Longueuil shoal.

B.—Government Wharf.

From 21st July to 1st October, 1917, departmental dredge *No. 110* removed some 21,130 cubic yards, scow measurement, of material in completing an 11 to 12-foot channel and basin leading to government wharf.

Dimensions of work done: 340 feet parallel with face of wharf and 650 feet outer, by 260 feet wide average, to an average depth of 12 feet below extreme low water level, or 0-foot gauge at Longueuil. The material removed was clay, boulders, and hardpan.

Hours of actual dredging, 320½; cut from 35 to 40 feet wide; face removed from ½ to 6 feet; distance advanced, 5,712 feet; dumping ground, 2 and 3 miles downstream, on northwest side of river St. Lawrence.

The site of dredging done is immediately opposite government wharf.

The total quantities removed here from 1913 to 1917, inclusively, are 148,752 cubic yards, scow measurement.

C.—Longueuil Shoal.

This shoal is a permanent obstruction to local navigation, and dangerous to the ferryboat, drawing 11½ feet of water, plying between Montreal and Longueuil and making seventy trips daily.

During season 1917, half of the whole project was done, and tugs with tows have used the portion already dredged.

From 16th July to 22nd November, 1917, departmental dredge *No. 110*, removed some 58,950 cubic yards, scow measurement, of clay, sand, and hardpan.

Dimensions of work done: 1,500 feet long, parallel with current, by a few hundred feet wide, to a depth of over 12 feet below extreme low-water level, or 0-foot gauge at Longueuil.

Hours of actual dredging, 342½; cut, 35 feet wide; distance advanced, 7,699 feet; dumping ground, 3½ miles downstream.

The site of dredging done, is situated some 1,500 feet opposite Canada Steamship Lines wharf, at Longueuil, in river St. Lawrence.

RESTIGOUCHE RIVER.

Dredging.

Champoux Wharf, Quebec: The Champoux wharf lies in Bonaventure county, Quebec, on the Restigouche river, opposite Campbellton.

Dredging is required here every few years to enable shipments of lumber to be made from the Chaleur Bay mills.

Between 13th August and 11th September, 1917, dredge *P.W.D. No. 2* was at work in the berth along the outer face of the wharf covering an area about 450 feet long and 100 feet wide, and giving depths of about 19 to 23 feet at low water ordinary spring tides. The inside berth, about 250 feet long by 75 feet wide, was also dredged to about 13 to 15 feet.

The material removed amounted to 13,600 cubic yards barge measurement of mud, sand, gravel, etc.

RIMOUSKI.

(This work is described in the annual report for 1916.)

The town of Rimouski, chef-lieu of the county of the same name, is situated on the south shore of the St. Lawrence river, 180 miles below Quebec.

The work done during the last nine months consisted in the sinking of the remaining caissons, aggregating a lineal length of 800 feet: building a trestle between the old and new wharf.

The superstructure on the caissons sunk this year has been begun; filling was done to the extent of about 15,000 cubic yards, but work was stopped on account of the sliding out of the new wharf, and dredging was done to the extent of 96,511 cubic yards in the tidal basin.

Expenditure, about $65,000.

RIVER SAGUENAY.

Dredging.

The channel in the Saguenay river starts from the town of Chicoutimi down to the foot of the Battures, a distance of 8 miles.

The object of the dredging is to provide a channel, 250 feet in width on tangents, 350 to 500 feet in width on the curves and affording a minimum depth of water of 16 feet at extreme low water.

During the present fiscal year, the departmental dredge *No. 115* removed 60,604 cubic yards, scow measurement.

The operations were started 2nd July, and suspended 6th November.

The material was sand and clay, and clay with boulders.

Since the beginning of the enterprise, the channel from Chicoutimi wharf to deep water is clear of all obstructions and affording a minimum depth of 16 feet of water at extreme low water, except on the north side of the intersection of the last two courses, where a lump has been left, but this is not much obstruction, as it may be buoyed, as was done in the fall 1917.

ST. MAURICE RIVER.

Dredging.

(This work is described in the annual report for 1917.)

The river St. Maurice flows through the Laurentian mountains, a distance of about 360 miles, and discharges in the St. Lawrence river at Les Trois-Rivières. The outlet is divided by islands into three branches called the Eastern, the Middle and the Western Channels.

Between 27th August and 5th October, 1917, the contractor removed, over an area of 234,700 square feet, 94,187 cubic yards of sand, scow measurements at 10 cents a yard, forming a total of 139,821 cubic yards, scow measurements of material removed during the two seasons 1916 and 1917, over a total area of 383,400 square feet, or 107,296 cubic yards, place measurement, giving an expansion factor of 30·3 per cent.

ONTARIO.

BYNG INLET.

Byng inlet, Parry Sound district, is situated on the Magnetawan river, about 3 miles from the mouth at Georgian bay, and is a village of about 1,500 population.

Dredging was done where required in the channel 6,045 feet in length, 200 feet in width and to a depth of 20 feet below the zero of Georgian bay, elevation 580·0, from the mouth of the river at Clark's island to the Canadian Pacific coal docks. The average depth of cut was 8·6 feet.

The work was performed by the government dredge *P.W.D. No. 109*, and work was commenced June 7 and completed August 11, 1917.

The material removed amounted to 53,336 cubic yards *in situ*, or 74,948 cubic yards, scow measure, class "B" material, and consisted of mud, sand, and clay. All material was scowed out to Georgian bay, an average towage distance of 3 miles.

CARDINAL.

This work consisted of cleaning out an area of 3·06 acres in the Old Cardinal canal to connect the canal basin with the main channel of the river St. Lawrence, in order to provide sufficient depth to allow vessels of 14 feet draught to dock at the Canada Starch Company's wharves at extreme low water. Work was done 26th September to 16th November, 1917, when 16,250 yards, place measurement, or 24,600, scow measure, of clay, sand, and boulders were removed by departmental dredge *No. 123*.

COBOURG.

Dredging.

Authority was given to accept the offer of the Robert Weddell Company to remove by dredging 7,427 cubic yards, place measurement, from the harbour, at the rate of 39 cents per cubic yard, place measurement, to provide a depth of 20 feet below low water over the shoal areas at the entrance, which said shoal areas extended easterly from east end of west breakwater across harbour mouth, and were a source of considerable trouble to the Ontario Car ferries in entering and leaving the harbour.

An amount of 900 cubic yards, place measurement, was authorized to be removed in the lower end of slip at car ferry dock; this amount to be in extension of the 7,427 cubic yards under contract with the R. Weddell Company.

The work done in the inner harbour consisted in dredging to a depth of 22·5 feet, a section 40 feet in width by 125 feet in length, at entrance to car ferry slip, so as to permit car ferries to submerge their bows and so raise stern in order to make repairs or adjustments to propellers.

A triangular shoal area, 180 by 120 feet, was dredged easterly from above section to a depth of 18·5 feet below zero.

Work was commenced May 31, by dredge *Trenton*, and was completed July 16, and consisted in the removal of 8,172 cubic yards, place measurement, or 10,847⅝ cubic yards, scow measurement.

DESBARATS.

Desbarats is a village, about 30 miles east of Sault Ste. Marie, situated on the line of the Canadian Pacific railway, and about a mile from the mouth of the small river named Walker river, which flows in a southerly direction and empties into the north channel of lake Huron, opposite St. Joseph island.

Work of constructing a small landing by day labour was commenced on the 15th August and was completed on the 18th of August, 1917.

The work was necessary in order to facilitate the traffic by launches, including mail boats, to and from St. Joseph island. Owing to the high-water level of lake Huron during 1917, the old slab-and-sawdust wall or embankment, which had been used as a wharf, was submerged. The work consisted of an L-shaped platform, constructed on the old slab-and-sawdust landing place, one section of which is 6 feet wide by 36 feet long, 8 feet wide by 43 feet long, and 6 feet wide by 12 feet long, giving the landing a water face 91 feet long. Sawdust and slabs were hauled and spread in the rear to make additional width and dry approaches.

FORT WILLIAM.

Fort William, district of Thunder Bay, a city of 18,000 people, is situated at the mouth of the Kaministikwia river near the northwest end of lake Superior.

The harbour consists of 13·02 miles of navigable channels in the Kaministikwia river and in the McKellar and Mission channels, which for the most part have been dredged to a depth of 25 feet below L.W.L., and have a general width of 500 feet. The harbour frontage available for dockage amounts to 22·45 miles, of which 7·73 miles have already been built up.

Mission River Revetment Wall.—The work of rectification of cribs Nos. 101 to 105, inclusive. Operations in connection with this work were commenced on April 7 and closed down on November 12 last, when the work was accepted from the contractors, subject to their agreeing to perform any minor repairs that might be found necessary after an inspection early this spring.

Two different and yet somewhat similar methods were used in performing this work, viz.: (1) the method used in connection with cribs Nos. 102 and 103, where it had been found necessary to remove all of the old concrete superstructure, and (2) the method used in the rectification of cribs Nos. 101, 104, and 105, where the old concrete superstructure had been left in place.

In the former case, the cribs were raised in timber to the original required elevation of the cribs below L.W.L., the raised sections of cribs not only being secured to the old crib-work, but the lower cross-ties of the raised sections being spaced at 2½-foot centres and projecting beyond the front face of crib-work 15 inches so as to rest on the piling, which was driven as part of the work of rectification at the spacing stated, and was secured by screw bolts and drift bolts to the old crib-work. In addition, an iron stirrup was placed over the top of every alternate projecting cross-tie and was bolted to the old crib-work with drift bolts, after the raised section of these cribs had been secured in place, then two piles were driven to solid foundation through each of the rear pockets of these cribs; heavy rocks and broken concrete were then placed as filling in and along the rear of these cribs to about L.W.L., and the concrete superstructure, including the concrete blocks that had been salvaged, was replaced.

In the case of cribs Nos. 101, 104 and 105, British Columbia fir piling from 80 to 90 feet long was driven at 2½-foot spacing along the front of these cribs and secured to the front face timbers by iron drift bolts, the piles being cut off at an elevation of from 12 to 14 feet below L.W.L.; on the top of these piles a row of waling, 10 by 16 in size, was secured to the face timbers of crib, and in order to assist in transferring the greater part of the weight of the structure to the piles, vertical struts of hard maple, 6 by 12 by 6 feet were secured to the face timbers of cribs above the waling, at about 20-inch centres. These struts were drift-bolted to the crib-work with six drift bolts; in addition, a pair of piles was driven in each of the rear pockets of these cribs to solid bottom, and the stone filling in rear of the concrete superstructure was brought to about L. W. L. with heavy rock and old broken concrete. The concrete superstructure of this section of the work then scarified, the old bollards removed and new mass concrete was poured, in order to bring the work to the established datum, and the bollards were replaced. The waling along the front of concrete superstructure was then renewed.

All of the above work was performed by force account under clause 36 of contract, with the exception of the placing of new concrete, new concrete blocks, new waling, and iron above water.

Mission River Revetment Wall: Repair and renewal of waling along the front face of superstructure of the revetment wall in the G.T.P. terminal basin and slips were performed between 11th and 22nd of November.

Dredging: Dredging was performed in this harbour during the present season, by the Great Lakes Dredging Co., Limited.

The work done, which consists in widening and deepening the Kaministikwia river and Mission channel, was performed by dredges *No. 6* and *Dominion*, between the following dates, viz: Dredge *No. 6*, May 6 and November 27, and dredge *Dominion*, May 15 and June 23, and from July 30 to November 30 last, on which date all operations were closed down for the season.

The total quantity removed during the current fiscal year was 911,977 cubic yards, scow measurement, of which 2,918½ cubic yards scow measurement were of class "A" material, and 909,058½ of class "B" material. The quantities removed per dredge from West Fort turning basin and areas covered by original contract are:—

	Cubic yards, scow measurement.
Dredge *No. 6*..	391,165
" *Dominion*..	520,812
Total..	911,977

Kaministikwia River: Practically all of the bank work to be done in the West Fort turning basin was completed, a quantity of 151,810 cubic yards, scow measurement, having been removed in this location by the dredge *Dominion*.

Deepening of the channel in the approaches to the G.T.P. bridge over this river was performed by the dredge *Dominion*, a quantity of 9,325 cubic yards, scow measurement, being removed.

The river was deepened between the G.T.P. bridge and a point opposite the Imperial Oil Company's property, a total quantity of 57,270 cubic yards, scow measurement, being removed. This section of the river was swept on the completion of dredging and was found to be at the depth required under the contract.

A large amount of deepening was performed in that section of the river extending from the Mission channel to a point north of the McKellar channel, the total quantity removed in this location being 143,129 cubic yards, scow measurement. This work included the deepening of the channel in the approaches to and through the C.P.Ry. bridge. Prior to the performance of dredging in the immediate vicinity of this bridge and under a joint agreement between the city of Fort William, the Kaministikwia

Power Company, Ltd., and the Canadian Pacific Railway Company, all cables belonging to the parties named were removed from the bed of the river, and on the completion of the dredging these cables were relaid in a common trench a short distance above the bridge, at a depth of 30 feet below L.W.L., the trench being backfilled with broken shale and gravel to an elevation of 26 feet below L.W.L. By far the greater part of this section of the river is now practically at the required elevation, and it was endeavoured to establish this point by sweeping to a depth of 25 feet below L.W.L.; it was found, however, that there were several small shoals which will require removal during the coming season.

Certain shoal areas found to exist in that section of the river lying between the Empire elevator and the McKellar channel, and which extended for the most part along and adjacent to the dockage on the north side of the river, were removed to subgrade, a total quantity of 86,404 cubic yards, scow measurement, being dredged in this instance.

The total quantity removed this season in widening and deepening the Kaministikwia river was 447,938 cubic yards, scow measurement.

Mission Channel: Deepening and the removal of a number of shoals was performed over a large section of this channel, extending from its confluence with the Kaministikwia river to a point opposite the upper end of the Fort William coal dock, the quantity dredged being 74,322 cubic yards, scow measurement.

The major part of the widening required to be performed in this channel, along its northerly side and extending from a point opposite the Fort William coal dock to the shore line of island No. 2, in Thunder bay, was completed during the present season, the total quantity removed being 389,717 cubic yards, scow measurement.

The total quantity removed in the Mission channel during the present season was 464,039 cubic yards, scow measurement.

The following unit prices obtain in the above contract, viz.:

Widening: Rock, $2.40 per cubic yard, scow measurement. All other materials 10¼ cents per cubic yard, scow measurement.

Deepening: Rock, $2.85 per cubic yard, scow measurement. All other materials, 22½ cents per cubic yard, scow measurement.

Extra haul: 1 cent per cubic yard, scow measurement, per mile over 3½ miles.

Summary of quantities removed by dredging under the above contract in accordance with the respective locations of areas dredged:

	Cubic yards, scow measurement.	
Kaministikwia river—		
West Fort turning basin	151,810	
G.T.P. bridge	9,325	
G.T.P. bridge to Imperial Oil Company	57,270	
Mission channel to C.P.Ry. bridge	84,592	
C.P.Ry. bridge	1,100	
C.P.Ry. bridge to McKellar channel	57,437	
McKellar channel to Empire elevator	86,404	
		447,938
Mission channel—		
Kaministikwia river to Fort William coal dock	74,322	
Island No. 2 (widening) Fort William coal dock to Thunder bay	389,717	
		464,039
Grand total		911,977

In connection with the above contract, it might be stated that prior to the current fiscal year a total quantity of 14,352,384 cubic yards, scow measurement, had been dredged, so that the total quantity removed to date under this contract is 15,264,361 cubic yards, scow measurement.

As a result of the most recent soundings taken, it is found that the following governing depths below L.W.L. in the various portions of the harbour referred to, are available, viz:

	Width. (feet)	Least Depth. (feet)	General. Depth (feet).
Kaministikwia River—			
Entrance channel in Thunder bay	550-600	23·2	26·0
From Empire elevator at mouth to City dock.	350-400	23·6	26·0
" City dock to C.P.Ry. bridge	300-350	23·0	26·0
Through C.P.Ry. bridge	110	22·9	26·0
From C.P.Ry. bridge to Mission Channel	300	23·1	26·0
From Mission channel to bend above Elevator "D"	275	23·2	26·0
From bend above Elevator "D" to Imperial Oil Co.s dock	175	21·0	23·0
From Imperial Oil Co.'s dock to G.T.P. bridge	400	25·0	26·0
Through G.T.P. bridge	80	21·0	23·0
From G.T.P. bridge to C.N.Ry. coal dock	300	22·2	25·5
At bend in river above C.N.Ry. coal dock	200	21·0	26·0
Over the West Fort turning basin to the Mutual elevator	1,050	21·0	24·0
Mission Channel—			
Entrance channel	450	22·2	26·0
Least depth along revetment wall from wall out 50 feet into channel	.....	15·2	
Least depth along revetment wall over a width of from 50 feet to 150 feet from face	.....	21·0	
From entrance channel, 1,200 feet north of inner end of s'ip No. 3	300	19·2	24·0
From Fort William coal dock to Fort William starch works	350-400	24·4	25·5
From Fort William starch works to junction with Kaministikwia river	400	23·6	25·5
G.T.P. turning basin west of entrance channel.	.....	.....	26·5
G.T.R. turning basin over area 150 feet out from limits	.....	21·0	
G.T.P. Slip No. 1, the most westerly slip west of Turning basin	.....	22·9	25·0
G.T.P. Slip No. 2, west of Turning basin	.....	.....	24·0
G.T.P. Slip No. 2, over area 50 feet from limits.	.....	22·3	
G.T.P. Slip No. 3, the most northerly slip west of turning basin	.....	.....	23·6
G.T.P. Slip No. 3, over area 190 feet from limits	.....	21·7	
McKellar Channel—			
From Thunder bay to C.P.Ry. bridge	350-400	23·2	26·0
Through C.P.Ry. bridge	70	22·5	26·5

The work that requires to be attended to under contract No. 7339, which expires in December next, consists almost entirely of deepening or scraping areas dredged in previous seasons, and which more particularly are as follows:—

Kaministikwia River.—(1) The West Fort turning basin and upper section of the Kaministikwia river to and through the G.T.P. bridge.

(2) From Imperial Oil Company's dock to bend in river adjacent to elevator "D." This work includes the widening of the river at the city waterworks crossing, and the performance of same this season depends upon whether the city of Fort William lowers the water mains referred to or otherwise alters their location so as to permit the proper development of the river at this point.

(3) The removal of a few shoals between the Mission channel and the City dock.

Mission Channel.—(4) From the Fort William coal dock easterly to and including the entrance channel in Thunder Bay.

HAMILTON.

Hamilton, in the county of Wentworth, is situated on Burlington bay, an inlet at the western extremity of lake Ontario, and is a station on the Grand Trunk and Canadian Pacific railways.

Authority was given to proceed with dredging required at Wabassa park, the work to be done by departmental dredge *No. 114*, and the amount to be dredged being 7,714 cubic yards, scow measurement.

Work was commenced April 30, and completed September 1. Part of this material was cast over for filling purposes, 4,318·8 cubic yards, place measurement or 6,838 cubic yards, scow measurement, were removed.

It was necessary to provide a draught of 12 feet for the landing of steamers at this location and two sections were dredged over; first on east side of wharf, a section 85 by 160 feet; and secondly, on west side, a section 70 by 120 feet were deepened.

Authority was given to move dredge *No. 114* to Oliver Plow Works, to complete the cleaning up of the section opposite dock, on northeast half of channel.

This work had previously been dredged to grade but on account of filling in, this section constituted a shoal area which was not available for full draught. The section deepened covered a length of 1,000 feet by a width of 300 feet.

Work was commenced May 11 and completed October 9; 24,916 cubic yards, place measurement, or 29,023 cubic yards, scow measurement, were removed. Dredging was carried to a depth of 17·5 and 20·0 feet below zero.

Authority was given to do necessary dredging at revetment wall, foot of Catherine street. Work was commenced June 19, and completed June 20; 285·8 cubic yards, place measurement, or 352 cubic yards, scow measurement, were removed in dredging at this section to 15 feet below zero.

The above work was done to remove a shoal area caused by outlet of Catherine street sewer, which said shoal area caused inconvenience to the landing of the Canada Steamship Company's steamers at their dock. A section, 47 feet by 265 feet, was dredged over in removing this shoal area.

Authority was given to do the necessary dredging at Rock Bay wharf. Work was commenced June 22 and completed July 14; 6,533.3 cubic yards, place measurement, or 6,593 cubic yards, scow measurement, were removed.

Dredging was carried on to 10 feet below zero. A channel 490 feet in length by 85 feet in width, was dredged over to give necessary accommodation.

HAWKESBURY.

Hawkesbury is located on the south shore of the Ottawa river, about 58 miles below the City of Ottawa.

In order to restore the navigable channel to Captain Lawlor's wharf, used for public traffic, departmental dredge *No. 103* continued the improvements started in 1915, principally to remove waste pulp which has accumulated in the past sixteen years between the Riordon pulp mills and Cobb's island. The dredge operated here from June 6 to November 20, under an agreement with the Riordon Pulp & Paper Co., Ltd. During this period, the total yardage removed was 58,289 (scow measurement), of which 53,975 was waste pulp, 4,314 cubic yards clay and sand, and 131 boulders (place measurement). Eleven single cuts, 25 feet wide, were made, aggregating 6,159 lineal feet to grade elevation 118, or original bottom.

On August 4, departmental dredge *No. 103* also removed 325 yards clay in connection with the laying of a new water main for the R.P. & P. Co., under an agreement with Fuller & Co.

KINCARDINE.

Dredging.

Authority was given to accept the offer of the C. S. Boone Dredging Company to do the necessary work at a rate of 34 cents per cubic yard, place measurement, with a total excavation of 14,668 cubic yards.

By authority, the total amount to be excavated was increased to 16,332 cubic yards, place measurement.

Work was commenced July 20, by dredge *Kingsford* and completed August 24, and consisted in dredging a channel width of 50 feet between piers for a length of 850 feet, as well as a bell-mouth entrance of 250 feet in length with a maximum width of 150 feet.

In inner harbour a section of 200 feet in width by 405 feet in length was dredged leading to the People's Salt and Soda Company's dock. The excavation was carried to a depth of 14 feet below the zero water level.

KINGSTON.

The completion of the erection of the bascule bridge and installation of appurtenances thereto. Traffic over the roadway and bridges was formally opened on April 16 and the bascule has been in successful operation since July 18, the records showing a total of 776 lifts from July 25 to December 14, when navigation closed.

The object of the work is to provide a highway across the Cataraqui river, together with wharfage facilities. The bascule is built over the channel leading into the inner harbour and Anglin's bay and designed to be lifted so as to permit vessels to pass in and out. Depth of channel under lift span 22 feet; depth of harbour inside, not yet completed, 16 feet, both with reference to lowest water of lake Ontario.

MIDLAND.

Dredging.

Authority was given to dredge an area 400 feet in length along the front of the launching face of the Midland Dry Dock Company and out to the 21-foot contour, the depth to be 21 feet below elevation 580·0. This work consisted in the removal of the slab docks, mud, clay, and sand. The total quantity removed amounted to 67,073 cubic yards, scow measurement; authority was given to extend the work an additional length of 215 feet. The quantity dredged amounted to 26,908 cubic yards, scow measurement. The whole work was done by dredge *P.W.D. No. 109* and was completed November 26, 1917. Both areas were swept and found to be 21 feet below zero of gauge elevation 580·0.

POINT EDWARD.

Dredging.

Point Edward is at the entrance of the St. Clair river, south end of lake Huron.

The strong current in the river and lake storms wash sand and gravel into the mouth of the river, making it necessary to dredge each year to maintain a navigable depth.

According to a verbal agreement with the District Engineer Officer of the United States War Department, it is agreed that neither side will permit dredging deeper than 23 feet below the zero of the water gauge, elevation 578·51 at Point Edward and any point in the river between the international tunnel and lake Huron.

The sand and gravel in this part of the river, on the Canadian side, is of a commercial value, and it has been found satisfactory to grant a dredging company permission to remove it free, the gravel becoming their property. For the purpose of giving effect to this agreement, and regulating the dredging, an agreement was made with the Chick Contracting Company of Windsor, permitting them to dredge between Cromwell street, Sarnia, and Point Edward, providing they undertake to supply all Canadian municipalities and interests along the St. Clair and Detroit rivers with gravel at a regulated price.

At the same time, the Province of Ontario issued licenses covering the same area, collecting a royalty of 8 cents per cubic yard, and permitting the dredging companies to sell in any market.

The quantity removed from the area was as follows:—

	Cubic yards, scow measurement.
Chick Contracting Company, Dominion Government agreement..	22,318
Chick Contracting Company, Province of Ontario license..	86,980
Other companies, Province of Ontario license..	20,405
Total removed from area between Cromwell street, Sarnia and Point Edward..	129,703

Dredging was commenced on May 4 and ended on December 8. The only expenditure on the worth was the salary of an inspector.

PORT ARTHUR.

The city of Port Arthur, Port Arthur—Kenora district, has a fine natural location on the shore of Thunder bay near the northwestern end of lake Superior.

Temporary Pile Protection Breakwater.

To provide adequate protection for the grain elevators being constructed in the north end of the harbour, pending the construction of further extensions to the Bare Point breakwater, tenders were called in November, 1917, for the construction of a pile protection breakwater.

Advice was received on December 24 that the contract had been awarded to the Thunder Bay Harbour Improvement Company.

Work was commenced on 17th January and the final estimate in favour of the contractors was sent on March 19, 1918.

This breakwater was built in two sections of 753 feet long each. It consisted of:—

(*a*) One continuous row of round piles, approximately 45 feet long with two waling strips attached;

(*b*) One row of round piles spaced 5 feet centre to centre longitudinally and driven alternately at 6 feet from the guide piles;

(*c*) One row of round piles spaced 5 feet centre to centre longitudinally and driven 10 feet from the guide piles with a waling strip attached;

(*d*) One row of round anchor piles placed and driven close to waling strip attached to piles, described (*c*);

The whole securely fastened by waling, bracing all screw bolted, and

(*e*) A cluster of six piles every 25 feet and bound by ¾-inch wire cable, driven close to the guide piles (*a*).

Dredging.

The removal of 282,200 cubic yards scow measurement, class B, prior to December 15, 1917, was authorized and the work started June 25, 1917.

In front of Government Elevator: Dredging was done from the harbour line to a line running parallel to it and 185 feet from the east end of the government elevator wharf:—

Length..	550 feet approximate.
Width..	165 " "
Depth made..	25 " "
Quantity removed..	35,958 cubic yards, scow measure, class B.

The place measurement from soundings is 30,800 yards, giving an expansion factor of 16 per cent.

Widening of Main Harbour South: The main harbour south was widened to 150 feet from the concrete breakwater.

Average length	1,000 feet.
Depth made	25 "
Quantity removed	10,459 cubic yards, scow measure, class B.

The place measurement computed from soundings is 9,350 yards, giving an expansion factor of 12 per cent.

Deepening of Main Harbour South: The main harbour south in front of the C. N. R. coal dock was deepened:—

Length	1,700 feet.
Width	250 "
Depth made	25 "
Quantity removed	78,635 cubic yards, scow measurement, class B. 8·88 cubic yards, scow measurement, class A.

Quantity computed from soundings is 70,800 yards, giving an expansion factor of 11 per cent.

King's Channel: King's channel was also widened and 16,082 cubic yards scow measurement, class B, were removed.

The place measurement from soundings is 13,500 yards giving an expansion factor of 20 per cent.

Depth made, 25 feet.

Slip between Saskatchewan Co-operative and Grain Growers' Elevators: This slip was completed, and 28,375 cubic yards, scow measurement, class B, were removed, and 1,765 yards, place measurement, castover.

Length	270 feet.
Width	150 "
Depth made	25 "

The place measurement from soundings is 21,400 yards, giving an expansion factor of 16 per cent.

Channel and slip to give access to the Richardson Elevator: Advice was received that an extension to Phin's Port Arthur dredging contract had been granted for the excavation of a slip 150 feet wide by 1,200 feet long, and of a basin forming an entrance to the slip for the elevator of Messrs. James Richardson & Sons; also the widening of the channel to the Saskatchewan elevator.

During the year, 48,096 cubic yards, scow measurement, and 898 cubic yards, place measurement, were removed in the Richardson slip.

This work is to be completed before September, 1918.

SUMMARY

Class B Material.

In front of Government elevator	35,958	cubic yards, scow measurement	
Widening main harbour south	10,459	"	"
Deepening main harbour south	78,635	"	"
King's channel	16,082	"	"
Slip between Saskatchewan Co-operative and Grain Grower's elevator	28,375	"	"
Richardson slip	48,096	"	"
	217,605	"	"
Slip between Saskatchewan Co-operative and Grain Grower's elevator	1,765·70	cubic yards, place measurement	
Total, class B	219,370·70		

Class A Material.

Deepening main harbour south	8·88	cubic yards, scow measurement.	
Richardson slip	898	"	"
Total, class A	906·88	"	"
Total quantity removed	220,277·58		

All depths mentioned refer to zero of the P.W.D. staff gauge, which is 601·86 M.S.L.

All the class B material consisted of sand and clay and loose shale rock.

Two dredges were employed, *Excelsior* and *Dominion*. The average haul to the dumping ground was 2 miles, and work closed for the season on December 11, 1917.

PORT BURWELL.

Dredging.

Sediment is deposited in the winding basin and between the piers by Otter creek. The channel east and south of the breakwater continually collects sediment and sand drifting on the lake bottom.

Work of dredging began April 9 and stopped July 14; it was resumed on November 12, but owing to a serious break in the dipper on the 14th it was discontinued for the season.

Surveys of the harbour were made April 9 and July 7. The following table is the result of a study of place measurements and scow measurements based on the above surveys:—

Dredging from April 9 to July 7, 1917.

	Average dimension.	C. yds., P.M.	Ex. Fac.	C. yds., S.M.
Turning basin, east side	235 x 120 x 1·23	1,285	216 %	4,050
Turning basin, west side	342·5 x 160 x 1·04	2,111	465 %	11,932
Between piers	1,075 x 86·2 x 2·1	7,210	155·3%	18,411
Channel east of breakwater	1,160 x 178 x 2·15	16,452	151·8%	41,404
South of outer end breakwater	580 x 170 x 2·6	9,880	107 %	20,447
		36,938	160·6%	96,244

It will be noted that the expansion factor is unusually large; this is probably due to the large quantity of sediment and sand deposited during the progress of the work between April 9 and July 7. The navigable depth during 1917 was much better than in 1916, owing to the bottom being lower and the lake level unusually high.

Summary Dredging.

	Cubic yards, scow measurement.
Dredging, April 9 to July 7	96,244
" week ending July 14	66
" week ending Nov. 14	2,372
Total dredged during season	98,682

PORT STANLEY.

Dredging.

Sediment is deposited in the inner harbour and the winding basin by Kettle creek, particularly during freshets, and sand drifts into the dredged channel south of the breakwaters.

Public Works dredge *No. 117* began work July 30 and stopped November 10. The quantity removed was 64,101 cubic yards, scow measurement.

During the season, dredge *No. 117* was rented to Contractor M. J. Hogan to assist in dredging berths for the extension of the western breakwater, also some other

work. Some of the work performed by the dredge for Contractor Hogan was covered by a schedule of contract price; other work, such as digging ballast stone, was not covered by dredging price, the contractor being paid for the ballast stone in the work.

The total yardage removed for the Government and for Contractor Hogan's work, including crib seats, ballast stone, etc., amounted to 99,311 cubic yards; at a total cost of $16,670.79, being an average price of 16.9 cents per cubic yard scow measurement.

During the month of June, a contract was entered into with M. J. Hogan, and 465 cubic yards of clay removed in front of the revetment wall on the west side of the harbour near the highway bridge, at a cost of 18 cents per cubic yard, total $83.70, and the material was placed behind the revetment wall. The dredging was done to accommodate the Cleveland and Port Stanley passenger steamers; when the company undertook to operate its steamers it found that on account of the difficulty in obtaining passports it would be impossible to do so during war time.

The dredging in the entrance channel is not completed, and it is proposed to continue the work during next season.

RONDEAU.

Dredging.

Rondeau is an important port of entry and harbour of refuge at Point aux Pins, north shore of lake Erie.

It was found necessary to deepen the dock; this was done by Public Works dredge *No. 117* working from July 21 to July 28. The quantity removed was 11,446 cubic yards scow measurement at a cost of $1,773.29, equal to 15.4 cents per cubic yard scow measurement.

TORONTO.

(This work is described in the annual report for 1915.)

The city of Toronto, with a population of half a million, and situated near the head of lake Ontario, possesses an exceptionally fine land-locked harbour, known as Toronto bay.

During the past season, one 100-foot crib was sunk and ballasted, 1,490 lineal feet was levelled up and capped, and, of this, 430 lineal feet has been floored with 4-inch hemlock. Some rectification work was also performed, 300 lineal feet of cribwork being made acceptable to the department. Dredging done during the year amounted to 5,679 cubic yards. This section of the work was commenced in May, 1914, and since that date, 4,340 lineal feet of cribwork has been placed and the necessary round piles driven along front and rear faces.

Where extra depth of water was encountered, cribs resting therein were built 20 feet wide at the base and stepped in to the standard 16-foot width on top.

Section "C".—Ship channel and turning basin. On this section of the work excellent progress has been made practically all the old substructure work has been rectified and a considerable length of new wall has been placed. Of the rectification, only about 65 lineal feet of wall have yet to be made to conform with the requirements of the Department, and 5,140 lineal feet of entirely new substructure has been placed. Of the concrete superstructure, 16,033 cubic yards have been poured. Thus, of the total, 13,062 lineal feet in the ship channel, 2,060 lineal feet have been completed, 4,470 lineal feet require only the top lift of the superstructure, 610 lineal feet have the first lift or slab placed, and 5,862 lineal feet require the whole superstructure.

In the turning basin, practically all round piles, caps, and stringers are in place. All this work, or 3,787 lineal feet, has been done during the past season.

It is interesting to note that the contractors, appreciating the difficulty of performing this work under water, have built a levee around the site of the different

walls, and by the aid of pumps are enabled to hold the water-level at a point 2 feet below the top of bent piles. Thus the structure being exposed to view, the quality and progress of the work are both improved.

During the year, 847,527 cubic yards were removed from the ship channel and turning basin by hydraulic dredge, and deposited as backfill. Dredging necessary to build walls on this section of the work amounted to 32,529 cubic yards for the same period.

Extra work done at corner "K"—Sections "C" and "D".—Owing to the soft material encountered near corner "K", it was found necessary to use piles of greater length than used in other parts of the wall, also to supply additional anchorage 60-foot round piles and 60 and 76-foot sheet-piles were used as conditions warranted; the latter being of such length as to reach the rock, and being shod, have obtained a toe-hold in the rock, thereby preventing any sliding of the wall.

Additional anchorage was also provided by driving piles 50 feet behind the standard anchorage and extending the 2-inch rods back to them, thereby preventing any overturning tendency of the wall.

The substructure of this work has now been completed at an additional cost of $44,495.59 more than the standard type of walls called for by the plans and specifications.

All of this work has been done in the dry, being within the area where the water has been reduced to 4 feet 9 inches below the ordinary lake level.

Section D.—Retaining walls, northern slip and marginal way.—That portion of the contract known as the northern slip or Don diversion channel was completed ready for back-fill during the fiscal year 1916-17, as was also the north marginal way wall.

On section WW I, known as Polson's extension (924 feet in length), the whole substructure has been rectified. The design of this wall has been altered so that the timber superstructure is now replaced by a combination of concrete and timber.

During this year, the substructure of sections KV and VY known as the south marginal way wall, 1,350 feet in length, has been rectified and the first two lifts of concrete superstructure have been completed, 1,856 cubic yards having been poured.

Work on the 900-foot ventilating channel was started during the year, and all of the substructure on the 1,800 feet of wall has been completed, with the exception of about 100 feet at the north end.

In order to build these walls it was necessary to dredge 60,273 cubic yards of material, of which 33,629 cubic yards were within the channel itself.

MANITOBA.

BIG GEORGE ISLAND.

The object of the work at this place is to provide a harbour of refuge for vessels plying in the northern waters of lake Winnipeg.

During the past season, the approach to the harbour begun in 1916-17 (see report for fiscal year ending March 31, 1917, page 50) was continued, a cut 100 by 30 feet with an average cut of 2·5 being made. Approximately at right angles to this approach and at the outer side of the harbour, a cut 510 by 50 feet, with an average cut of 2·5 was also made.

The proposed harbour will be 500 by 300 feet when complete and the work of the past season still leaves an area of 500 by 250 feet untouched. It will also be necessary to deepen the portion already dredged.

The material removed consisted almost entirely of granite boulders, with some sand; the boulders were cast over towards the lake in order to provide a breakwater, and the amount of material removed was 3,161 cubic yards, place measure.

P. W. D. dredge *No. 202* was employed from July 30 to October 20, or a possible time of 702 hours. Of this 137 hours were actual dredging hours, the remainder being lost mainly due to storms and towing.

The total cost of the work was $2,985.58, or a cost per cubic yard of 9½ cents, and was under direct supervision of the office staff.

HNAUSA.

Dredging.

The object of this work is to provide an approach to and a berth beside the government wharf.

The work consisted of a cut behind the angle of the wharf as a shelter for the dredge and one long and two short cuts for the approach and berth. The total length of these cuts is 822 feet, with a width for each cut of 40 feet, to a depth of 9 feet at low water.

The material consisted of sand, and 6,100 cubic yards were removed, being scowed a distance of half a mile.

Dredge *No. 205* was employed from July 3 to July 16, a possible time of 114 hours, of which 46 were lost due to storms, towing and repairs.

Some filling-in may be expected, but with the maintenance of the present lake level no dredging would be required inside three or four years.

RED RIVER.

Forks.

The work of dredging at this place was to maintain and improve the channel at the forks of the Red river, about three miles from the mouth.

The work consisted of one cut 1,753 feet long, 140 feet wide, with an average cut of 5·2 feet and to a depth of 9 feet at low water.

This channel is on the principal route of navigation in Manitoba.

The material consisted of hard sand, and 47,330 cubic yards, place measurement, were removed, all being castover.

Dredge *No. 201* was employed from August 17 to October 30, giving a possible time of 630 hours, of which 291 hours were lost time.

The duration of this work will be from two to three years.

Park Point (Crescent Island).

The object of this work was to widen the channel in the Red river between Park point and Crescent island.

The work consisted of two cuts of a total length of 4,189 feet, each 40 feet wide, with an average cut of 8·8 feet. A good channel with a depth of 9 feet at low water exists now and the possibility of ice jams affecting the town of Selkirk and the government property, which occurred at this point, is eliminated.

The material consisted of clay and sand, and 64,280 cubic yards were removed. This material was found to have an expansion factor of 15·1 per cent, giving a place measure yardage of 54,548.

Dredge *No. 205* was employed from July 31 to October 10, giving a possible time of 620 hours, of which 125 hours were lost, mainly due to repairs, holidays, and cleaning boilers.

New Channel.

The work at this place was for the purpose of maintaining the channel outside the protection work, widening the channel inside the mouth of the river and filling up

holes behind the protection work. The outside work has to be done annually, but the inside work was completed this season and will be permanent.

The work consisted of: (*a*) outside, one cut 954 feet long 140 feet wide, with an average cut of 3 feet; (*b*) back-filling protection work, one cut 957 feet long 50 feet wide, with an average cut of 5 feet; (*c*) inside the river, three cuts of a total length of 1,674 feet, each 40 feet wide, with an average cut of 11·6 feet, leaving a depth of 9 feet at low water.

The material consisted of clay, sand, and river silt, and a total of 52,496 cubic yards was removed, of which 23·696 cubic yards, place measure, were castover by dredge *No. 201*, and 28,800 cubic yards scow measure, removed by dredge *No. 205*.

Dredge *No. 201* was employed from May 31, to August 16, or a possible time of 670 hours, of which 441 hours were lost, due to storms, repairs, etc.

Dredge *No. 205* was employed from May 31, to July 2, and July 17 to July 30, or a possible time of 406 hours, of which 128 hours were lost, due to storms, cleaning boilers, etc.

SUGAR ISLAND.

The object of this work was to remove a middle ground which forms at the down stream point of Sugar island.

The work consisted of one cut 951 feet long, 40 feet wide, to a depth of 9 feet at low water.

The whole work was not completed this year, and there still remains 35,000 cubic yards to be removed.

The material consisted of sand and clay, and 6,500 cubic yards, scow measure, were removed.

This material shows an expansion factor of 8·8 per cent, giving a place measure yardage of 5,933 cubic yards.

Dredge *No. 205* was employed from October 11 to October 22, or a possible time of 100 hours, of which 35 hours were lost due to repairs, storms, and cleaning boilers.

SELKIRK SLOUGH.

Dredging.

The object of this work was to maintain the channel in the slough and provide a turning basin opposite the government shipyard.

The work consisted of two cuts, one in the channel 3,215 feet long, 40 feet wide, with an average cut of 5 feet; the other at the turning basin, 488 feet long, 40 feet wide, with an average cut of 12·3 feet, the whole to a depth of 9 feet at low water.

The material consisted of clay, and a total of 33,063 cubic yards, scow measure, was removed, from the channel 24,131 cubic yards and from the basin 8,932 yards.

Dredge *No. 202* was employed in the channel from June 6 to August 3 and October 20 to October 30, or a possible time of 545 hours, of which 96 hours were lost through storms, procuring fuel, cleaning boilers, etc.

Dredge *No. 205* was employed from October 23 to November 2, or a possible time of 93 hours, of which 15 hours were lost through repairs, etc.

BRITISH COLUMBIA.

BRUNETTE RIVER.

The dredge *King Edward* dredged the booming grounds in front of the Brunette saw-mills, to enable the company to get logs into their small canal connecting the Fraser and Brunette rivers. Work was started March 8 and completed March 14, 1918;

the area dredged was 300 feet long by 100 wide, to 8 feet at low tide; 6,395 cubic yards of material was removed.

BURRS LANDING.

The dredge *King Edward* dredged a channel in front of Burrs Landing, on the Fraser river, about 8 miles below New Westminster.

Work was started on January 22, 1918, and completed March 5, during which time 35,065 cubic yards of sand was removed. The channel dredged was 1,780 feet long, average width 175 and 10 feet deep at low tide.

COQUITLAM.

The dredge *King Edward* dredged in front of the Pacific Construction Company's shipyard, at Coquitlam, who are building two ships for the Imperial Munitions Board. The cut made was 200 feet long, 200 wide, to 12 feet at low tide. Work commenced December 19, but the material was found too hard, and after working some days and removing about 2,035 cubic yards the dredge was removed to other work, and January 28, 1918, the dredge *Mudlark* started work and removed 12,900 cubic yards, and completed the work on March 8, 1918.

COURTENAY RIVER.

The Courtenay river runs in a southeasterly direction into Comox harbour. Courtenay, near its mouth, the northerly terminus of the Esquimalt and Nanaimo railway, is the principal town of the Comox valley.

During 1914 and 1915, the original tortuous channel over the tidal flats between Comox bay and the mouth of the Courtenay river had been straightened by dredging a new channel 3,000 feet long and 10 feet wide by means of the departmental dredge *King Edward*.

During the latter end of the past fiscal year, the orange-peel bucket dredge *Victoria* cut a channel 80 feet in width, by removing numerous boulders and snags and providing additional depth over two bars, at the river mouth and below the town of Courtenay, respectively. The estimated quantity of material which was all overcast to the sides of the channel, from April 1 to July 31, 1917, date when the work was completed, was 6,087 cubic yards.

The total length of channel improved to date is 7,000 feet.

DEAS ISLAND.

The dredge *King Edward* dredged a channel in front of the Deas Island cannery, on the Fraser river, about 9 miles below New Westminster.

The object of this work was to enable fishing boats, etc., to get to the cannery wharf and net racks, at all stages of tide. The length of the cut was 550 feet, the average width 70 and the depth made was 8 feet at low tide. The total amount removed was 12,840 cubic yards.

The work was commenced May 28 and finished June 1, 1917.

EBURNE.

Three wing dams were built on the south branch of the north arm of the Fraser river, about a mile and a half below Eburne, to deflect the current from the bank. These wing dams were 75 feet long, and 300 feet apart, built with two rows of piles 6 feet apart and filled with layers of brush and rock.

This work was commenced November 19, and completed December 31, 1917.

Dredging.

The dredge *King Edward* dredged material from the channel opposite the three wing dams constructed by the department last November, the material being deposited on each side of the wing dams, and along the shore between them, and 30,895 cubic yards was placed there.

This work was commenced March 18 and completed March 26, 1918.

FOREST GLEN, COLUMBIA RIVER.

As a further improvement to the steamboat channel at this point, two additional cuts were made during the fiscal year 1917-18 west of and parallel to the cut of 1916-17, giving a 300 foot channel between the sand bar and island, with a minimum depth of 8 feet of water at low water. The spoil bank piled to the west of the cut practically cuts off all flow of water on this side at the low-water stage, and this concentrates the full volume of the river through the cut. It is expected that further silting-in of channel at this point will be eliminated.

Work here was commenced by P.W. dredge *No. 311* on November 5, 1917, and completed March 31, 1918. During this time, 88,400 cubic yards of sand were handled, 24,600 cubic yards of which were twice overcast.

FRASER RIVER.

Steveston Jetty.

Messrs. Marsh, Hutton & Powers had the contract for the second unit of the Steveston jetty, which they completed in July, 1917.

The Marsh, Hutton & Powers contract for the second unit of the Steveston jetty called for a length of 7,100 feet, but an extension of 1,800 feet was authorized on August 15, 1916, which makes a total length of jetty now completed of 15,800 feet from Steveston out towards the gulf of Georgia.

Dredging.

Work was started on April 12, completed on May 1, 1917, and consisted in deepening the channel in front of the British Columbia Cannery, situated on the south bank of the Fraser river, about 2½ miles below New Westminster.

The length of the cut was 1,520 feet, and the average width was 150; the dredging was done to 9 feet at low tide, which included 1-foot subgrade, and the amount removed was 50,580 cubic yards.

Sandheads.

The dredge *303 (Fruhling)* has worked all the year at the sandheads at the mouth of the main channel of the Fraser river, from Steveston to the gulf of Georgia, a distance of about 5.5 miles.

During the fiscal year ending March 31, 1918, the dredge removed 684,800 cubic yards of material from various places in the channel: 31,200 yards were removed near buoy 24; 355,200 from the channel between buoys Nos. 1 and 3; 166,400 from channel between buoys Nos. 3 and 5, and 132,000 from channel between buoys Nos. 9 and 11.

North Arm.

The dredge *King Edward* dredged a channel from the main channel in the north arm of the Fraser river up to the Heaps Engineering Company's wharf, and deepened the water in front of Mercer and Dawe's ways, and wharf.

Work was started November 22 and completed December 13, 1917. The length of the cut was 835 feet, width 150, and 8 feet deep at low tide. Total amount removed was 24,740 cubic yards.

GRAHAM'S LANDING.

The lower crossing of the Columbia river at this point was extremely narrow, and to permit of safer passage of vessels, further dredging was necessary. On April 2, 1917, P.W. dredge *No. 311* began operations here, and completed work on April 30, 1917.

A cut 1,548 feet long and 75 feet wide was made giving a minimum depth of 8 feet of water at low water. The material, clay, amounted to 12,900 cubic yards, all overcast.

LADNER.

Work consisted in dredging a channel 1,320 feet long, to 10 feet at low tide, and the average width was 174 feet. The total amount removed was 84,830 cubic yards from deep water below the wharves at Ladner up to within about 100 feet from the Brackman-Ker Company's wharf. Work was commenced May 7 and completed August 6, 1917.

LILLOOET RIVER.

The Lillooet river drains the Lillooet lakes, and passes through a flat country known as Pitt meadows, before it empties into the Pitt river about two miles from its junction with the Fraser river.

A request was made and authority was granted to clear and deepen the channel of this river, from the cut made last fiscal year, up to the third bridge, a distance of about 3,500 feet; in this distance the channel was deepened and the bends in the river were straightened, the material being thrown out on each side. About 31,061 cubic yards of material were removed.

To do this work, a dredge was hired, at the rate of $5 per hour while actually dredging, and delays of more than half an hour for breakdowns or putting on fuel were deducted. The total cost was $2,266, which included $245 for inspection. The work was started June 22, 1917, and completed August 15, 1917.

LONG BAY FLOAT.

On September 22, 1917, authority was given to move the government float from Hope point to Long bay; this was done on October 3, 1917, and there was no expenditure in connection with this work, except $19.15 for some material for small repairs, etc.

NANAIMO.

Nanaimo is on the east coast of Vancouver island. For shipping coal, the main export of the port and many steamers of considerable size call for bunker coal. Two channels connect the harbour entrance with the coal wharves. They are on the north and south sides, respectively, of the middle bank in the centre of the harbour.

The Lobnitz rock breaker *No. 2* worked on Nicol rock and blocks H and J, north channel, during the whole of the fiscal year, reporting an estimated quantity of 11,187 cubic yards of rock broken.

The departmental dipper dredge *Ajax* removed the following material between June 15 and July 9, 1917, and December 6, 1917, and January 10, 1918:—

	Block H		39		39
Nanaimo Channel	Block J	..	3,162		3,162
	Nicol rock	..	3,737		3,737
Lemon [illegible]			1,081	7 7	
Benson [illegible]		1914-15	[illegible]	800	1 [illegible]
"	"	1915-16	11,130	1 1 0	12,[illegible]
"	"	1916-17	65	[illegible]	6[illegible]
			[illegible]	9 16 7	[illegible]

This leaves an estimated quantity of 21,864 cubic yards (place measurement) still to be removed. No further work is required on block I which has now a minimum depth of 29 feet at low water. The present minimum depths at low water on block H is 27·2 feet; on block J, 23·8 feet; and Nicol rock, 21·2 feet.

NITINAT INLET.

The Nitinat inlet is situated on the west coast of Vancouver island about 80 miles from Victoria. The removal of a rock drying 2½ feet at low water in the narrow part of the Inlet leading from the open Pacific to the Nitinat lake has been removed to a depth of 10 feet at low water. The estimated quantity of rock (diorito) to be removed was 243 cubic yards, place measurement. Additional improvement has been made by the removal of rock from two projecting points in the narrows.

The work was undertaken between August 1 and October 28, 1917, and the total payment to the contractor being $3,645.

OKANAGAN RIVER.

Between 18th April and 22nd October, 1917, the work consisted of completing the dredging required to deepen the navigable channel between stations 51 and 98 (1909 survey) to the established grade line and, where required, repairing the bank protection work when necessary, as the work of dredging was proceeded with. The material moved consisted of gravel and sand, of which 12,717 cubic yards was overcast and deposited on the bank or loaded on to the brush-and-piling protection work.

PENDER HARBOUR.

A channel was made through Canoe pass, which connects Bargain bay with Pender harbour, to enable small craft and fishing boats to go through the pass at a medium stage of tide. The length of the excavated channel was 485 feet, and an average depth of 3 feet was excavated, 10 feet wide at the bottom in the earth excavation, with slopes 2 to 1, and 14 feet wide at the bottom through the rock excavation, with slopes ½ to 1.

The work was started May 7, and was completed July 5, 1917.

PENTICTON.

On 23rd October, 1917, work was commenced at the Penticton Lumber Company's mill pond, for the purpose of lowering the floor of the pond to the grade line of the Okanagan river at that point. On the 6th November, dredging was suspended, to allow the crew to do some pressing work at the control dam at head of river, was resumed 4th December, and completed 14th December, 1917.

On this work, 2,442 cubic yards was overcast and 364 cubic yards re-overcast, a total of 2,806 yards, the material being mud, some of which was deposited on the east bank of the pond and the remainder dumped on the west side, and, later on, removed by dredge.

POPLAR ISLAND.

The dredge *King Edward* deepened the channel of the north arm of the Fraser river, at the head of Poplar island, to enable the Westminster Construction and Engineering Company to launch the four ships that they have under construction for the Imperial Munitions Board.

The work was started August 10 and completed November 22, 1917. The length of the cut was 1,050 feet, 400 wide, and 12 feet at low tide. The yardage removed was 73,680 cubic yards.

SEA OTTER COVE.

Sea Otter cove is a small settlement at the northerly end of Vancouver island. During the past fiscal year, a floating landing was built and the sum of $550 was paid to the contractors, Messrs. James MacDonald & Company for the construction, 20 by 11 feet with floating approach 220 by 6 feet. A portion of the approach and the float were lost while being towed to the site and are being replaced. The contractor is engaged, at the time of writing this report, on completing this work which has been considerably delayed owing to its inaccessability.

SQUAMISH.

The dredge *King Edward* proceeded to Squamish, at the head of Howe sound; 125,800 cubic yards of material were removed in 1916-17 and on June 13, 1917, work was resumed, but it was found that during the freshet in the Squamish river a great deal of material was brought down and filled up the dredging that had been done. On July 5, instructions were received to remove the dredge and work at Ladner; 43,135 cubic yards were removed during this time; this dredging was done to 8 feet at low tide, but this depth could not be maintained on account of the material that was brought down the river at low tide.

VANCOUVER.

Vancouver is the largest city on the west coast of Canada, has a population of 110,000, and is the western terminus of several railways, also the Canadian shipping point to China, Japan, and all oriental ports.

The dredging done this year, consists in the removal of 234,780 cubic yards from the north side of the Narrows, and 117,910 from Parthia shoal. The object of the work as originally laid out was to widen the Narrows to 1,200 feet, deepen the channel to 35 at low tide and to remove Parthia shoal to the same depth. The work on the north side of the channel was started April 12, and October 18, 1917, operations were commenced on Parthia shoal, which was finished on March 19.

Parthia shoal was dredged to 36 feet, which included 1 foot subgrade, but it was found by sweeping that there were large boulders there which were too big for the dredge to handle. The total amount of material removed from the north shore of the Narrows and Parthia shoal since work commenced is 4,139,260 cubic yards, scow measurement.

VICTORIA.

Piers 2 and 3.

Filling was done between the walls of the piers and behind the bulkheads; 534,482 cubic yards of backfill were placed during the year, completing the work in March.

The rubble walls between the bulkheads and shore were completed by the addition of 8,260 tons of rock.

The extension of the Montreal street surface drain made necessary by the reclamation of the foreshore was carried out at a total cost of $790.18.

Freight Shed on Pier No. 2.

Work of construction of a freight shed, 201 by 703 feet, to be used by the Imperial Munitions Board as an assembly plant for the installation of machinery in the wooden ships being built on the coast was commenced on 26th September, and virtually completed by the end of January, at a cost of $217,629.11.

Ferry Slip and Trackage.

The construction of a ferry slip and the necessary trackage having a total length of 6,600 feet consisting of a main line with tail track, three tracks on approach trestle and apron, surface tracks on both sides of pier 2, depressed track in the centre of pier 2, and storage track.

The slip designed to meet any three-track car barge being operated by either the Canadian Pacific Railway or the Great Northern Railway, was commenced in December and was in operation on March 26, 1918.

Dredging.

The dredging carried out during the past year had as its main object the further improvement of the channel to James bay by the removal of rock to the south of Pelly island, also the removal of rock to the east of Songhees point to provide additional facilities for vessels leaving the Canadian Pacific Railway wharves and the removal of Turpel's rocks in the centre of the upper harbour. The navigable area is being gradually increased year by year, and the grade of 20 feet below low water over areas already covered is maintained. The following plant, working on single shift, assisted with the above work: Dredges *Ajax* and *Mudlark*, and Lobnitz rock breaker *No. 1* worked during the whole of the year, while rock-drill plant *No. 2* worked from April 1 to May 19, and July 25 to October 12. The dredge *Ajax* paid two visits to Nanaimo during the year, also working at Powell river.

Upper Harbour.—Since the establishement of the shipbuilding industries in the upper harbour, the work of the dredging plant has been concentrated to a considerable extent in improving that part of the harbour fronting the launching ways of the Cameron-Genoa Shipbuilders and the Foundation Company, with the result that the areas fronting the launching ways of both these yards have been deepened to 20 feet below low water. The removal of Turpel's rocks Nos. 1 and 2 in the centre of the upper harbour has been undertaken, and where a former depth of 6 feet below low water obtained, there is now a depth of 20 feet below low water. The *Ajax* also dredged to grade a considerable area between the Victoria Machinery Depot and the Esquimalt and Nanaimo Railway bridge from depths of 16 to 19 feet below low water.

Lower Harbour.—Hospital rock, east of Songhees point, was cut back about 80 feet, giving this additional width at the point where the Canadian Pacific Railway ferry boats go astern before leaving the harbour. The channel lying south of the Esquimalt and Nanaimo Railway bridge was deepened where silting up had taken place and additional depth provided fronting the Hudson's Bay Company's wharf. The north side of the main channel between Songhees point and the entrance to West bay has been further improved during the year, resulting in an additional width of 100 feet by the removal of rock from the south of Pelly island, and an increased width of 150 feet has been provided between Pelly island and the entrance to West bay.

The middle of the main channel immediately south of Pelly island was deepened at points where silting-up had taken place. At times when the dredges were not engaged on work of greater importance the work of providing an alternative channel to the north of Pelly island has been undertaken. A further improvement has been made at Shoal point resulting in an additional width of 100 feet and the original sharp turn for vessels entering and leaving the harbour has been greatly improved and has enabled the beacon to be placed 170 feet southwest of its former position. A considerable area in West bay and fronting the outer wharves has been dredged by the Pacific Dredging Company to provide fill for the piers under construction at Ogden point.

Summary.

Upper Harbour	91,683	cubic yards, scow measurement.	
Channel south of E. & N. Railway Bridge	4,044	"	"
North side of Channel between Songhees Point and West Bay	99,606	"	"
Shoal Point	9,150	"	"

207,483 cubic yards of hardpan, clay and silt were removed, making a total during the year, scow measurement, of 217,517 cubic yards.

The main channel from the harbour entrance to James bay is now in a good navigable condition and the same applies to the upper harbour. When conditions allow the resumption of operations, the work of first importance is the further removal of rock to the south of Pelly island and the large area of rock between Songhees point and the E. & N. Railway bridge (Hospital and Discovery rocks).

GENERAL.

Work of repair and improvement was executed during the fiscal year on the following wharfs, piers, and breakwaters:—

Nova Scotia.—Amherst Point, Andersons Cove, Annapolis Royal, Antigonish Landing, Arichat, Arisaig, Baddeck, Bakers Point, Bass River, Baxters Harbour, Bear Cove, Bear River, Beaver River, Bluff Head, Boularderie Centre, Broad Cove Marsh, Canning, Cape St. Mary, Carrs Brook, Chebogue, Chipmans Brook, Comeaus Cove, Cow Bay, Descousse, Digby, Eagle Head, East Ship Harbour, Feltzen South, Findlay Point, Fox Island, Freeport, Friars Head, Fruids Point, Grand Etang, Grand Narrows, Half Island Cove, Hampton, Harbourville, Hunts Point, Inverness, Iona, Jones Harbour, Kelleys Cove, L'Ardoise, Lingan Beach, Litchfield, Little Harbour, Livingston Cove, Lower West Pubnico, McKays Point, McNairs Cove, Marble Mountain, Margaree Harbour, Meat Cove, Middle East Pubnico, Mill Creek, Moshers Bay, Necum Teuch, Newellton, New Harbour, North East Point, North Ingonish, North River, Nyanza, Ogdens Pond, Owls Head, Parrsboro, Port Dufferin, Port George, Portuguese Cove, Ross Ferry, Sandy Cove, Scotts Bay, Seaforth, Short Beach, Sight Point, Sober Island, South Ingonish, Summerville, Swims Point, Three Fathom Harbour, Tiverton, Trout Cove, West Chezzetcook, Westport, Weymouth, Whycocomagh, Windsor, Wolfville, Voglers Cove, Youngs Landing.

Prince Edward Island.—Annandale, Cardigan South, Georgetown, Hickeys, Hurds Point, Little Sands, Miminigash, Mink River, Mount Stewart, Murray Harbour South, Panmure Island, Pinette, Port Selkirk, Rocky Point, Souris, South Rustico, Tignish, West Point, Wood Islands.

New Brunswick.—Albert, Andersons Hollow, Back Bay, Barkers, Bay du Vin, Bartibog Court House, Campbellton, Caraquet, Chocktish, Dipper Harbour, Durham, Edgetts Landing, Fairhaven, Gagetown, Glasiers, Grand Anse, Hopewell Cape, Leonardville, Lords Cove, Lorneville, Martins Head, Millerton, Mills Point, Negnac, Oak Point, Quaco, Renforth, Richardson, Richibucto Cape, River St. John, Rothesay, St. Andrews, Scotchtown, Seal Cove, Shediac, Shippegan Gully, Shippigan, Stonehaven, Tracadie Beach, Tynemouth Creek, Welchpool, Whitehead.

Quebec.—Anse aux Gascons, Anse aux Griffons, Anse St. Jean, Baie St. Paul, Barachois de Malbaie, Beauport, Berthier (en bas), Buckingham, Cabano, Cacouna East, Cap Chat, Cape Cove, Cascades, Chicoutimi, Clarke City, Cross Point, Desjardins, Douglastown, East Templeton, Father Point, Fort William, Gaspé Bay, Georgeville, Glen Almond, Graham, Grindstone, Grosse Isle, High Falls, Hospital Bay, Hudson,

Hull, Ile aux Coudres, Ile Perrot North, Isle Verte, Lacolle, Lake Megantic, Long Rapids, Lotbiniere, Magog, Malbaie, Masson, Mont Louis, Newport, Norway Bay, Phillipsburg, Pierreville, Pointe à Brousseau, Point à Elie, Pointe St. Pierre, Point Shea, Pont Laurier, Rimouski River, Rivière au Renard, Rivière des Vases, Rivière Ouelle, Roberval, St. Alexis, St. Alphonse, Ste. Anne, St. Andre, St. Anne de Beaupre, Ste. Anne des Monts, St. Charles, St. Charles de Caplan, St. Denis, St. Eloi, Ste. Famille, Ste. Felicite, St. Francois Sud, Ste. Genevieve de Batiscan, St. Gregoire, St. Ignace de Loyola, St. Irenee, St. Jean des Chaillons, St. Jean d'Orleans, St. Jerome, St. John's, St. Laurent, St. Majorique, St. Methode, St. Michel, St. Paul de l'Ile aux Nois, St. Pierre les Becquets, St. Roch, St. Simeon, St. Ulric, St. Zotique, Sabrevois, Saguenay River, Sept Isles, Trois Lacs, Trois Pistoles, Varennes, Vaudreuil, Woburn.

Ontario.—Bayfield, Beaumaris, Bowmanville, Braebridge, Bronte, Bruce Mines, Burlington Channel, Charlton, Christian Island, Chute à Blondeau, Cobourg, Cumberland, Desbarats, Goderich, Grand Bend, Haileybury, Kincardine, Kingsville, Lakeport, Leamington, L'Orignal, Michipicoten, Minaki, New Liskeard, Nipissing, Oshawa, Owen Sound, Pelee Island, Pembroke, Petawawa, Peterborough, Port Colborne, Port Hope, Port Stanley, Rainy River, Rondeau, St. Joseph, Saugeen River, Sault Ste. Marie, Shrewsbury, Silver Centre, Sturgeon Falls, Thornbury, Toronto, Wendover, Wheatley, Windsor.

Manitoba.—Arnes, Gimli, Hnausa.

British Columbia.—Bindley's Landing, Bold Point, Campbell River, Clayoquot, Comox, Crofton, Dignans Bay, Eagle Cliff, Gower Point, Graee Harbour, Granthams Landing, Halfmoon Bay, Hammond, Haney, Hatzic, Holberg, James Island, Langley, McDonalds Landing, McKays, Matsqui, Metchosin, Mirror Lake, Mission, Mount Lehmen, Nootka Island, Port Clements, Port Moody, Powell River, Prince Rupert, Quatsino, Riverside, Roberts Creek, Rocky Point, Safety Cove, Sapperton, Savary Island, Sidney Island, Smiths Landing, Sonitula, Ucluelet, Union Bay, Vancouver, Whamock, Williams Head, Willow Point.

DREDGING OPERATIONS.

Contract Dredging, 1917-18.

West St. John, N.B. (Deep water berths.)

Under contract No. 11418 with J. S. Gregory. Dredge *Kela.*

Quantity removed: 17,159 cubic yards, scow measurement, at 40 cents per cubic yard. Class B.

Amount passed for payment $6,924.82.

Work commenced October 26, 1917; completed December 8, 1917.

Object of work: Improvement of deep-water berths.

Doucet's Landing, Que.

Under agreement with La Cie Générale d'Entreprises Publiques. Dredge *New Welland.*

Quantity removed: 2,910 cubic yards, scow measurement at 30 cents per cubic yard. Class B.

Amount passed for payment, $873; inspection $14; total expenditure $887.

Work commenced November 10, 1917, completed November 12, 1917.

Object of work: to dredge a basin in front of the Grand Trunk Railway wharf.

Batiscan, Que.

Under agreement with La Cie Générale d'Entreprises Publiques. Dredge *New Welland.*

Quantity removed: 23,704 cubic yards, scow measurement, at 18 cents per cubic yard. Class B.

Amount passed for payment, $4,266.72; inspection, $184.44; total expenditure, $4,451.16.

Work commenced October 13, 1917, completed November 7, 1917.

Object of work: to improve channel entrance to Bastican wharf.

St. Maurice River, Que., (Western channel).

Under contract No. 11117 with La Cie Générale d'Entreprises Publiques. Dredge *New Welland.*

Quantity removed: 94,187 cubic yards, scow measurement at 9 cents per cubic yard. Class B.

Amount passed for payment, $8,476.83; inspection, $312.05; total expenditure, $8,788.88.

Work commenced August 27, 1917, completed October 5, 1917.

Object of work: completion of channel in western outlet of river at Three Rivers.

Port Arthur, Ont.

Under contract No. 9490 with W. E. Phin. Dredges *Excelsior* and *Dominion.*

Quantity removed: 220,277·58 cubic yards, scow measurement, at 13 cents per cubic yard. Class B, (927·88 cubic yards, class A at $2, included).

Amount passed for payment, $30,294.71; inspection, $717.25; total expenditure, $31,011.96.

Work commenced June 12, 1917, suspended for season December 8, 1917.

Object of work: Widening and deepening of main harbour south, widening channel to Kings elevator, completion of dredging of joint slip between Sask. Co-operative and Grain Growers Elevators and dredging of basin and slip at Richardson elevator.

Kincardine, Ont.

Under agreement with C. S. Boone Dredging and Construction Co. Dredge *Kingsford.*

Quantity removed: 16,211 cubic yards place measurement at 34 cents per cubic yard. Class B.

Amount passed for payment, $5,521.94; inspection, $113.81; total expenditure, $5,635.75.

Work commenced July 20, 1917, completed August 24, 1917.

Object of work: to remove material on account of shoaling in the harbour as result of unusual freshet.

Middle Island, Chatham, N.B.

Under agreement with Peter England, dredge *Peter England.*

Quantity removed: 2,003·1 cubic yards scow measurement, at 40 per cubic yard, class B.

Amount passed for payment, $801.24, inspection, $33.75, total expenditure, $834.99.

Work commenced June 6, 1917, completed June 20, 1917.

Object of work: to provide access at all stages of water to the quarantine station on Middle island by dredging a channel 20 feet wide 2 feet deep across shoal lying between the island and the mainland and by dredging an approach channel 2 feet deep, about 200 feet long and 20 wide with basin 10 by 10 feet at the wharf.

Church River, N.S.

Under agreement with F. V. Fowlie, dredge *Fowlie.*

Quantity removed: 7,852·8 cubic yards scow measurement, at 35½ cents per cubic yard, class B.

Amount passed for payment, $2,667.01; inspection, $231.65; total expenditure, $2,901.69.

Work commenced May 23, 1917, completed August 2, 1917.

Object of work: to provide for completion of dredging the channel entrance at Church River.

St. Peter Narrows, N.S.

Under contract No. 11171 with Costal Dredging & Construction Company dredge.

Cadeco.

Quantity removed: 30,553 cubic yards. Place measurement at 26 cents per cubic yard class B and 15 cubic yards class A, at $5.

Amount passed for payment, $8,629.84; inspection, $165; total expenditure, $8,794.84.

Work commenced May 21, 1917, completed, July 12, 1917.

Object of work: to improve passage through St. Peter's narrows.

Cobourg, Ont.

Under agreement with R. Weddell Company, dredge *Trenton.*

Quantity removed: 8,172 cubic yards, place measurement, at 39 cents per cubic yard, class B.

Amount passed for payment, $3,187.08; inspection, $149.05; total expenditure, $3,336.13.

Work commenced May 31, 1917, completed July 20, 1917.

Object of work: to provide necessary depths in shoal areas at entrance to harbour and to provide necessary depth in additional areas in inner harbour.

Fort William, Ont.

Under contract No. 7339 with Great Lakes Dredging Co., dredges *Dominion* and *No. 6.*

Quantity removed: 911,977 cubic yards scow measurement, at 10¼ and 22½ cents per cubic yard, class B.

Amount passed for payment, $156,381.20; inspection, dragging and sweeping, $2,601.50; total expenditure, $158,982.70. Drawback returned, $15,638.12.

Work commenced May 15, 1917. Suspended for season November 27, 1917.

Object of work: cleaning up of shoals in and widening Kaministikwia and Mission rivers, including Westfort turning basin.

Picnic Island, Ont.

Under contract No. 7816 with C. S. Boone Dredging and Construction Co.

Revision of final estimate, February, 1917.

Amount passed for payment, $2,787.38.

Completed November 3, 1916.

Port Stanley, Ont.

Under agreement with M. T. Hogan.

Quantity removed: 465 cubic yards, scow measurement, at 18 cents per cubic yard, class B.

Amount passed for payment, $83.70.

Completed June 29, 1917.

Object of work: dredging along revetment wall.

St. John Harbour, N.B. (Berths 15 and 16.)

Under agreement with J. S. Gregory, dredge *Keta.*

Quantity removed 27,456 cubic yards, scow measurement, at 42 cents per cubic yard, class B.

Amount passed for payment, $1,138.16; lifting sunken timber, $100; total expenditure, $1,238.16.

Work commenced April 3, 1917, completed April 16, 1917.

Object of work: cleaning up deep water berths at new docks.

Lapoile Mills, Richibucto River, N.B.

By day labour, under District Engineer Stead.
Quantity removed: 412 cubic yards, class B.
Amount passed for payment, $422.08; total expenditure, $422.08.
Work commenced October 16, 1917, completed November 13, 1917.
Object of work: Dredging of cut to allow scow to ascend to landing.

Lillooet River, B.C.

Under agreement with J. W. Pike, dredge *Beaver No. 2*.
Quantity removed: 34,061 cubic yards, place measurement, class B., $5 per hour for hire of dredge.
Amount passed for payment, $2,230; inspection, $36; total expenditure, $2,266.
Work commenced June 20, 1917; completed August 15, 1917.
Object of work: completion of channel to upper bridge.

Canoe Pass, Pender Harbour, B.C.

Under direction of District Engineer Worsfold, by day labour.
Quantity removed: 1,010 cubic yards, solid rock, loose rock, sand, clay and clam shells.
Amount passed for payment, $1,614.
Object of work: to clean out channel through Canoe pass between Bargain harbour and Pender harbour.

River St. Louis, Que.

Day labour under direction of District Engineer Girard.
Amount passed for payment: To rebuild temporary bridge, $148.56; to construct proper abutments for permanent bridge at Pont Rouge, $369.40; total expenditure, $517.96.

Liverpool Harbour, N.S.

By day labour, under direction of District Engineer Bernasconi.
Quantity removed: 3,155 cubic yards.
Amount passed for payment, $1,500.
Object of work: to dredge cut through sand bar.

Presqu'ile Island, Ont.

Under direction of District Engineer Fuller, by day labour.
Amount, $670.82.
Object of work: Fitting out sweeping plant and inspection.

Thames River, Ont.

Under direction of District Engineer Stevens.
Amount passed for payment, $11.25.
Object of work: removal of logs.

Richibucto Cape, N.B.

By day labour, under direction of District Engineer Stead.
Quantity: 1,300 cubic yards.
Amount passed for payment, $1,539.67.
Object of work: Cleaning out of entrance channel through sand bar at entrance to harbour and to provide a basin inside new pier-head to extend through to originally built north breakwater.

Tormentsport, N.S.

By day labour, under direction of District Engineer Dodwell.
About 5,000 cubic yards.
Amount passed for payment, $2,110.70.
Object of work: to dredge area to complete channel.

St. Charles River, N.B.

Under District Engineer Stead, by day labour.

About 1,500 cubic yards.

Amount passed for payment, $481.06.

Object of work: to improve worst sections of the river to provide channel for delivery of shell mud and fertilizer to farmers.

St. John River, N.B.

Removal of snags under direction of District Engineer Goodspeed, by day labour, 81 snags removed; 44 logs removed.

Amount passed for payment, $1,983.

Shediac bay (Grandigue), N.B.

Under direction of District Engineer Stead, by day labour.

Quantity removed: 25,849 cubic yards, class "B".

Amount passed for payment, $1,032.59.

Object of work: to provide a minimum width of 36 feet in the cut leading from deep water in Shediac bay to Grandigue and Shediac island wharves in Shediac harbour.

Stave River, B.C.

Under direction of District Engineer Worsfold, by day labour.

Quantity: 3,200 cubic yards.

Amount passed for payment, $1,752.59.

Object of work: to give sufficient water at log dump to float logs brought down from Stave lake.

Nitinat Lake, B.C.

Removal of rock under agreement with McDonald and Rice.

About 243 cubic yards solid rock.

Amount passed for payment, $3,645.

Removal of a rock pinnacle in the entrance channel to Nitinat lake.

Dalhousie, N.B.

Under contract No. 9997 with Northern Dredging and Construction Company

Drawback on work discontinued in 1914.

Payment under authority of O.C. April 26, 1918, $497.21.

Dredge.	Date.	Locality.	Material.	Quantity.	Locality Cost.	Total Cost.	Cost Per cu. yd.
		MARITIME PROVINCES.		cu. yds.	$ cts.	$ cts.	
"No. 1"	May 21-Sept. 1.	St. John Channel, N.B.	Mud and sand	100,556	44,047 35		·438
	Sept. 3-Oct. 16.	Winter Port Berths, St. John, N.B.	Mud and sand	43,682	18,709 18		·428
				144,238		62,756 53	·435
"No. 2"	July 5-Aug. 11. Sept. 12-Oct. 5.	Campbellton, N.B., (Govt. wharf)	Logs, bark, mud, sand, gravel, roots, brush.	27,350	15,900 60		·581
	Aug. 13-Sept. 11	Mission Pt. (Champoux wharf)	Logs, sand, stones, stumps, gravel, sticks, sawdust.	13,600	9,855 06		·724
	Oct. 6-Nov. 13	Bathurst, Tête-à-Gauche Bar, N.B.	Clay, sand, logs, cement	12,600	10,103 50		·802
				53,550		35,859 16	·670
"No. 3"	May 29-Oct. 18	Bathurst, N.B.	Gravel, clay, sand and sticks.	114,297	24,432 34		·213
	Oct. 19-Nov. 12	Campbellton, Oak Pt.	Sand and gravel	30,247	3,842 19		·127
				144,544		28,274 53	·195
"No. 5"	June 19-Nov. 5	Pictou, East River, N.S.	Mud, stone, clay, gravel, oyster shells, shale rock.	318,419		33,638 84	·106
"No. 6"		This dredge was lost.				10,543 02	
"No. 7"	June 14-Sept. 20. Oct. 18-Dec. 6.	Liverpool Channel, N.S.	Sand, mud, gravel, sawdust, rocks, stones.	46,610	23,685 57		·508
	Sept. 21-Oct. 17.	Shelburne, N.S.	Mud, sawdust, gravel, sand, rocks, stones.	1,780	2,109 92		·441
	Dec. 7-31	Yarmouth, N.S.	No dredging done on account of weather.		2,186 72		
				51,390		27,982 21	·544
"No. 9"	May 21-July 28	Bridgetown, P.E.I.	Mud	33,700	9,920 98		·294
	July 30-Aug. 9.	Grand River, McPherson's Wharf, P.E.I.	Mud and sand	4,500	1,238 15		·302
	Aug. 10-Nov. 3.	Beach Point, P.E.I.	Mud and sand	27,468	8,331 31		·302
				65,668		19,490 44	·298
"No. 10"		Not in commission				3,794 68	
"No. 11"	May 31-Oct. 22	North Rustico, P.E.I.	Mud, sand, brick, clay and rock	32,355	13,307 38		·411
	Oct. 23-31	Rustico ville, P.E.I.	Mud and sand	700	436 80		·624

	Nov. 1-20	Alberton, P.E.I.	Mud, sand, clay, rock and stone	3,700	1,686 96		·455
				36,755		15,431 14	·420
"No. 12"		Not in commission				1,330 06	
"No. 13"	June 29-Oct. 20	Shippegan, N.B., (Wharf and Gully)	Mud, sand, clay, rock, gravel, stone	52,703		27,785 88	·527
"No. 14"		Not in commission				1,602 39	
Tug "Canso"		Rented during season				10,702 11	
"No. 15"	July 9-Aug. 4	West Dublin, N.S.	Mud	2,881	1,345 94		·513
	Aug. 19-30	Parks Creek, N.S.	Mud, stone	1,739	1,108 33		·602
	Sept. 4-18	East Middle La Have, N.S.	Mud and gravel	1,558	780 24		50
	Sept. 21-Nov. 14	Chester Basin, N.S.	Mud and gravel	5,570	2,268 75		407
	Nov. 17-27	La Have, at Reinhardt's & Boehmer's wharves.	Mud, brick and gravel	775	592 08		·764
				12,523		6,095 34	·557
"Lobnitz No. 3."		Not in commission				2,922 76	
"Stonelifter No. 1."		Not in commission				997 92	

ONTARIO AND QUEBEC.

"No. 4"		Not in commission				1,694 23	
"No. 101"		Not in commission				1,642 41	
"No. 102"	June 28-June 30. July 23-Oct. 17. Nov. 21-24.	Poupore, P.Q.	Clay, logs, stumps and boulders	22,739	6,750 66		·296
	June 23-27. July 9-14	La Salette, P.Q.	" " "	3,120	1,119 99		·368
	July 16-21	Bigelow Cut, P.Q.	" " "	1,590	502 60		·316
	Oct. 18-Nov. 20	Long Rapids, P.Q.	" " "	2,730	2,332 51		·854
				30,179		10,735 76	·355
"No. 103"	June 4-16. June 25-Nov. 20.	Hawkesbury, Ont.	Clay, pulp, logs, boulders	59,613	15,209 37		·255
	June 18-23	Grenville, P.Q.	Rock and gravel	455	408 46		·897
				60,068		15,617 83	·26
"No. 106"	May 14 16	Papineauville, P.Q.	Clay and bark	999	308 20		·308
	May 21-June 30	Contrecœur, P.Q.	Clay and sand	12,078	4,053 33		·336
	July 2-7	Berthierville, P.Q.	"	401	210 90		·503
	July 9-Oct. 15	Ile au Foin, P.Q.	"	28,666	11,176 19		389
				42,144		15,758 62	·373

DEPARTMENTAL DREDGES, CALENDAR YEAR 1917 *Continued*

ONTARIO AND QUEBEC *Concluded*

Dredge	Date	Locality	Material	Quantity.	Locality Cost.	Total Cost.	Cost. Per cu. yd.
				cu. yds.	$ cts	$ cts	
No. 107	June 4 Aug. 11	Byng Inlet, Ont	Sand, mud, clay, boulders, gravel	74,948	15,066 28		201
	Aug. 13 Nov. 26	Midland, Ont	Hardpan, clay, logs, slabs and bldrs.	93,981	19,881 48		211
				168,929		31,947 76	206
No. 110	May 21 Nov. 23	Longueuil, P.Q.	Clay, gravel, rock, boulders and hardpan.	110,755		57,031 99	514
No. 111		Not in commission				855 38	
No. 112		Not in commission				1,118 56	
No. 114	Apr. 30 Oct. 13	Hamilton, Ont	Clay, sand and hardpan	12,804		14,230 31	332
No. 115	May 28 June 30	St. Alphonse, P.Q.	Clay, sand and boulders	16,156	5,267 09		326
	July 2 Nov. 6	Saguenay River, P.Q.	Clay, sand and boulders	60,604	29,535 80		487
				76,760		34,802 89	453
No. 116		Not in commission				2,404 79	
No. 117	April 10 July 14 Nov. 12 17.	Port Burwell, Ont	Sand, mud and clay	98,68.	16,565 43		167
	July 16 28	Rondeau, Ont	Clay, mud and gravel	11,446	1,773 29		154
	July 30 Nov. 10	Port Stanley, Ont	Sand and mud	98,449	16,670 79		169
				208,577		35,009 51	167
No. 118		Not in commission				1,388 89	
No. 119	Sept. 10 Nov. 17	Caughnawaga, P.Q.	Stone, hardpan and boulders	2,561	8,612 81	8,612 81	$3,363
No. 120		Not in commission				1,758 89	
No. 121		Not in commission				5,082 72	
No. 122	May 16 Sept. 22	Lake St. Louis, P.Q.	Sand, hardpan and boulders	29,550	15,769 37		533
	Sept. 24 Nov. 17	Cardinal, Ont.	Sand, clay, hardpan and boulders	22,100	7,027 32		317
				51,650		22,796 69	441
Steam Derrick	May 28 June 6. Aug. 15-Nov. 3.	Chicoutimi, P.Q.	Clay, slabs and boulders	3,273	2,998 03		915
	June 7 Aug. 14	St. Fulgence, P.Q.	Clay	6,915	1,992 61		288
				10,188		4,990 64	489

MANITOBA, SASKATCHEWAN & ALBERTA.

"No. 201"...	May 31 Aug. 16... ...	Mouth of Red River, Man.....	Mud, sand and clay.....	23,696	6,181 12	.....	·274
	Aug. 17-Oct. 30.....	The Forks, Man.....	Sand, hardpan and mud	47,330	9,594 75	....	·203
				71,026	....	16,076 17	·227
"No. 202"...	May 31 June 6	Repair Slip, Selkirk, Man..... ...	Clay	953	732 80	.....	·769
	June 6 Aug. 3. Oct. 20-30.	Slough, Selkirk, Man.....	Clay.....	26,963	9,970 83	....	·370
	July 30-July 31. Aug. 1 Oct. 20.	Big George Island, Man.....	Boulders and sand.....	3,161	3,012 39	....	·963
				31,077	....	13,716 02	·112
"No. 204"	....	Not in commission	....	.....	...	716 81	
"No. 205"...	May 31-July 2. July 16-30.	Mouth of Red River, Man..... ...	Mud	28,800	1,539 44	.....	·158
	July 31-Oct. 10	Park Pt. or Crescent Island	Mud and sand.....	64,280	8,082 85	....	·126
	July 3 July 16	Hnausa, Man	Sand and clay	6,100	1,110 27	....	·182
	Oct. 11-Oct. 22	Sugar Island, Red River, Man.	Mud and sand.....	6,500	1,061 13	....	·163
	Oct. 23-Nov. 2	Slough, Selkirk, Man.....	Clay.	6,100	1,273 69	....	·209
				111,780	....	16,067 68	·144
"No. 208"...	....	Not in commission	....	.....	.....	791 91	
"No. 210"...	....	Not in commission	....	.....	.....	1,226 21	

BRITISH COLUMBIA.

"No. 301"...	Jan 1 June 11. July 21-Dec. 3.	Victoria Harbour, B.C.....	Mud, hardpan and broken rock. ..	126,218	43,285 62	....	·342
	June 12-July 9. Dec. 4-31.	Nanaimo Harbour, B.C..	Mud and broken rock	8,446	9,175 43	....	1·08
	July 10-July 20.....	Powell River, B.C.....	Mud and hardpan.....	2,334	983 92	....	·421
				136,998	....	53,444 97	·390
"No. 302"...	Jan. 1 Mar. 31.....	Kootenay Landing, B.C.....	Sand and silt.....	18,495	4,913 26	....	·317
	Mar. 31 Dec. 31.....	Sunshine Bay, B.C..	Tied up.....	.....	953 41	....	
				18,495	....	5,866 67	·317
"No. 303"...	Jan. 1 Nov. 28...	Sand Heads, B.C..	Clay and sand	706,400	....	43,267 85	·061

DEPARTMENTAL DREDGES, CALENDAR YEAR 1917—*Concluded.*

BRITISH COLUMBIA—*Concluded.*

Dredge.	Date.	Locality.	Material.	Quantity.	Locality Cost.	Total Cost.	Cost Per cu. yd.
				cu yds.	$ cts.	$ cts.	
"No. 304"	Jan. 1-Jan. 9	Kelowna Saw Mill, B.C	Sand	870	190 13		·56
	Jan. 10-Jan. 11	C.P.R. Wharf, Kelowna, B.C.	Sand	25	20 61		·82
	Jan. 12-Jan. 19	Control Dam, Okanagan River, B.C.	Clay	164	128 95		·78
	April 18-Oct. 22	Okanagan River	Gravel and sand	12,717	6,077 43		·47
	Oct. 23-Nov. 6	Penticton Lumber Co.	Mud	2,806			
	Dec. 4-Dec. 14	Mill Pond	Sand	483	1,119 52		·53
				17,065		7,836 67	·459
"No. 305"	Jan. 1-April 11 June 4-July 11.	Squamish, B.C	Sand and gravel	124,215	13,260 56		·106
	April 12-May 5	Annieville Bar, B.C.	Silt	53,630	4,859 22		·09
	May 7-May 22. July 16 Aug. 8.	Ladner, B.C.	Silt and clay	84,830	8,700 70		·102
	May 23-June 2	Deas Island, B.C.	Silt, debris	12,840	1,872 49		·145
	Aug. 9-Nov. 22	N. Arm of Fraser, B.C.	Coarse sand	73,680	22,354 25		·303
	Nov. 23-Dec. 15	Heaps Eng. Works, B.C.	Coarse sand	24,740	4,560 43		·184
	Dec. 17-Dec. 31	Port Coquitlam, B.C.	Hardpan and boulders	825	2,185 14		2·648
				374,760		57,792 79	·154
"No. 306"	Jan. 1-Oct. 15	First Narrows, B.C.	Gravel	400,790	85,100 67		·212
	Oct. 16-Dec. 31	Parthia Shoal, First Narrows, B.C.	Boulders and gravel	62,920	18,289 77		·29
				463,710		103,390 44	·223
"No. 307"	Jan. 1-Dec. 31	Victoria Harbour, B.C.	Grey clay	109,050		43,310 46	·397
"No. 309"		Did not work, laid up at Chase, B.C.				24 84	
"No. 311"	Jan. 1-Jan. 31	Forest Glen "A", B.C.	Sand	14,550	1,376 47		·095
	Feb. 1-Mar. 31	Cottonwood Point, B.C.	Sand and gravel	19,650	2,496 94		·129
	April 1-May 7	Graham's Landing, B.C.	Clay	12,900	1,757 52		·136
	Nov. 5-Dec. 31	Forest Glen "B", B.C.	Sand	33,200	4,146 09		·125
	May 8-Nov. 1	Annual overhaul			1,802 68		
				80,300		11,579 70	·141

"No. 313"	Jan. 1–Jan. 22	Victoria Harbour, B.C.	Rock and boulders	525	527 13		1·00
	Jan. 23–Aug. 22	Courtenay, B.C.	Gravel and boulders	9,086	8,465 30		·931
	Aug. 3–Oct. 3	Nanaimo Harbour, B.C.	Broken rock	4,351	1,739 04		·399
				13,962		10,731 47	·769
Rockbreaker "No. 1"	Jan. 1–Dec. 31	Victoria Harbour, B.C.	Rock	7,084		28,104 72	3·96
Rockbreaker "No 2"	Jan. 1–Dec. 31	Nanaimo Harbour, B.C	Rock	6,119		23,049 20	3 76
Drilling Plants "No. and 2"	Jan. 1–Oct. 13	Victoria Harbour, B.C.	Rock	2,041		12,757 73	6·25

DRY DOCKS.

CHAMPLAIN DRY DOCK.

The rock excavation was completed by the end of October, 1917, to its full depth and width, except for little trimmings on top, which will be done next year.

The total quantity of excavation, this year, amounted to 76,100 cubic yards.

The concrete walls of the dock were completed from station 7+25 up to station 0+90, except for the timber slide in the first part of the dock, and from section 0+90 to 0+00, the walls on each side are more than half completed. The bottom of the dock is completed to station 0+90. Early in the spring, they completed the pump-house foundations. The concrete work could have been completed at the head of the dock but owing to unusual cold weather and owing to the testing of the floating caisson which took more time than they expected, they had to stop work for the winter.

During this year, the total yardage of concrete was 37,100 cubic yards in the dock proper and 5,500 cubic yards for the crib superstructure.

During this season, two cribs were sunk, one 75 feet long at the north end of the western guide pier, and the other one at the end of the eastern guide pier. There are two more cribs to be sunk, they were to be set in place this fall, but the dredge did not have time to clean the seats before the ice formation.

The total yardage of cribwork amounted to 5,300 cubic yards.

The Montreal Harbour Commission dredge started work July 2 and stopped November 16. During this period, the channel was dredged out to 30 feet at L.W.O.S.T. After the main dredging was done, cleaning up the channel bottom was started but as it was late the dredge had to leave for the winter.

The only work left on submarine rock dredging for next spring is to complete the cleaning of the channel bottom and to complete the dredging of the two crib seats.

The total yardage taken out this summer amounts to 34,400 cubic yards.

In the boiler room and generator room, the balance of machinery has been all set up but not properly tested yet.

The total work done in power house this year amounted to $20,980.70.

Early in the spring, the foundations were completed and soon after, pump house was built. During the summer and the fall, the erection of the three main pumps and of the two drainage pumps were carried out. The tile work in pump house is partly finished and will be completed by the spring.

The two caissons were completed this year, except for the floating caisson on which two motors for the pumps are not set and tested yet.

All the sluice gate valves were set and coupled with their motors, and 70 per cent of the underground wiring of all sizes is completed.

ESQUIMALT GRAVING DOCK.

During the fiscal year ending March 31, 1918, eighteen ships were docked for cleaning, painting and repairs, occupying the dock one hundred and ten days in all.

Repairs were effected to Nos. 1, 2, and 3, main boilers by the use of an electric welding plant, which will add considerably to the life of each boiler.

The coal bunkers, a building 57 by 32 feet, was removed and replaced by a new building on concrete foundations.

The latrines were also replaced by a new building 31 by 10 feet, constructed on concrete piers.

Corrugated iron was used in the buildings constructed.

The staff has been otherwise variously employed in attending to the docking and undocking of ships, the care of buildings and machinery, and special attention was given to the inside chambers of the caisson by scaling and painting. With the excep

tion of some minor renewals, the plant is now in good working condition. The electrically-driven 6-inch vertical centrifugal pump installed in the past fiscal year has proved very satisfactory. The total expenditure to March 31, 1918, was $17,811.27.

SELKIRK.

Repair slip.—The repair slip was operated as usual this season. A total tonnage of 4,666 was handled. Of this, 1,284 tons were departmental and 3,382 tons commercial.

Total revenue from this plant amounted to $1,714.36. The expenditure is $3,512.21.

LOCKS AND DAMS.

QUEBEC.

OTTAWA RIVER.

Timiskaming reservoir.

Downstream from the Ontario sluices, all holes scoured in the riprap apron were filled with quarried rock at the beginning of the year. The spring flood ran 80,000 c.f.s. maximum, and there was about 58,000 c.f.s. mean flow for June. The result was that scouring in the heavy rock bed again took place, and re-filling was necessary, the work being done between December and March.

The winter was extremely cold, and labour was poor and scarce, so the re-filling was slow until the middle of January. With increased force, better progress was made and as far as possible large rock was used, much of it being ¾ cubic yards to 1½ yards. To end of January, 2,800 cubic yards were placed, and in February, 1,500 yards more up to the 18th, when track had to be taken up from below the Ontario sluices in order to feed storage.

During March, 1,200 cubic yards of rock of large size was placed below the Quebec sluices. Some excavation, chiefly boulder material, was done upstream from the Ontario dam in order to clear the approach flow-way of the ridges left by steam shovel. All excavation was closed down in April.

Timiskaming reservoir was filled to elevation 587·9 by May 25, 1917, and remained so till the middle of September. Storage was given out for about a month, the surface falling about 2½ feet. The autumn rains refilled the reservoir to elevation 586, and from December till end of March about 10 feet was drawn off.

Quinze reservoir.

During the spring, arrangements were completed with regard to the flooded timber around the reservoir and, after a conference with the lumbermen and power owners, it was agreed to fill the reservoir to elevation 864 as soon as possible. This meant raising the main road at several points in Latulippe township, and reconstructing the bridges, the work being begun in June. All the bridges were finished by the winter but bad weather in this clay and the difficulty in securing teams and labour delayed the earthwork, so that it could not all be finished before freezing weather.

Six pile trestle bridges were constructed, the total length being 800 feet, and 1,850 feet of approach embankments were made. Besides this, 1,500 feet of road diversion was finished.

The Latulippe settlers asked very unreasonable prices for the land flooded, and refuse to consider the offers made by Mr. Cross. Gradually, however, the greater number have accepted the very generous prices of $50 per acre for cultivated, $20 per acre for slash, and $5 per acre for bush land.

At Quinze dam itself some repairs were made to the concrete piers, where spalling continues from time to time.

The log drive was passed without trouble in the spring, and then a storage of about 5 feet in depth was held upon the reservoir.

The reservoir was filled to elevation 859·5 by the end of May, 1917. The spring flood ran 42,600 c.f.s. maximum and a mean of 36,000 c.f.s. for June. About 4½ feet of storage was used to October, then the autumn rain raised the surface to elevation 857 in the first week of November, whence it fell, to 1st January, 3½ feet, and another foot to 31st March. The shallow channel between the islands at the head of the river prevented its being drawn down further, although the sluices were wide open.

Kipawa reservoir.

There was no work of any consequence done in connection with the dams. The reservoir was filled to elevation 884·9 on June 6, 1917, and remained about that level to the middle of July, whence it fell 3½ feet to the middle of October. It was then fairly constant till 20th January, 1918, whence it was drawn down 5 feet to the end of March. The greatest outflow was 7,400 c.f.s., June 9, 1917, and the mean for June was 4,700 c.f.s.

Chaudière Falls, Ottawa.

The result of the storage may be judged from the following mean monthly flows at the Chaudière mills:

October	27,800 c.f.s.	January	21,600 c.f.s.
November	29,000 "	February	19,300 "
December	27,000 "	March	21,300 "

It will be seen that, generally, the flow was over 20,000 c.f.s., which is considered ample for all the manufacturers. Under natural conditions the flow would not have been half the above in February and March, as the winter was one of the coldest on record, and for ninety days there was no thaw. In February, there was a minimum of 17,300 c.f.s. due to anchor ice conditions in the Deschenes rapids. Under natural conditions anchor ice would have affected the flow all through the winter.

Metering.

Flow measurements have been continued at La Passe in order to fix the flow at that point with relation to the height of Coulonge lake. Meterings are also being made to define the relation between the flow in the Calumet and Rocher Fondu channel, and the party also measured Coulonge river, Black river, and the Mattawa summit waters.

From time to time, measurements are taken of the Gatineau, Rideau, and the main Ottawa at Besserer's Grove, the work being done by the party that rates the metering instruments at Dow lake.

Another party is stationed at Carrillon, measuring the main river also the Lièvre, Rouge, and North rivers. The measurements at this point, added to the measurements of the St. Lawrence at Iroquois, are for use in connection with Montreal harbour levels.

In connection with maintaining Quinze reservoir, the flow contour elevation 864, has been surveyed through Beauneville township, and levels required for the road work in Latulippe township have been given by the same party.

RIVIÈRE DU LIÈVRE.

Lock and Dam.

Work during the past year consisted of operating the lock, placing the repairing booms in spring and removing them in the fall, new safety boom was placed in the

fall, the fence around the property was rebuilt also last fall, renewing sheathing on apron of dam, rebuilding the two centre piers of the dam from low-water line, repairing timber slide, replacing roller and frame to lift stop-logs in slide by a pair of winches. Minor repairs to the Lockmaster's quarters.

Expenditure during the fiscal year, $5,906.95.

RIVER ST. CHARLES.

Locks and Dam.

Work performed during this fiscal year is as stated below.

The completion of the fabrication of steel for the floating caisson for lower lock entrance.

Excavation for the mattress on the north shore of the river above the dam. The material was removed by a suction dredge and pumped to the government property on the Limoilou side west of the Canadian Northern railway, to raise the surface to make it available for building or commercial purposes in the future.

Permanent steel girders to carry the Canadian Northern and Quebec Railway tracks have been erected over the sluiceway openings in the dam to replace cribwork which has to be removed for the construction of the sluiceway and piers.

Total expenditure for year, $101,174.56.

YAMASKA.

Yamaska, a thriving village situated on both sides of the Yamaska river, about eight miles from its mouth, where it empties in the St. Lawrence. Two miles below the village is situated the lock and dam built by the Department of Public Works in order to facilitate navigation on this river.

Work of repair done by day labour, commenced on October 11, and was completed October 31, 1917, and consisted in reconstructing the four upper tiers of the dam at the little channel and making a concrete flooring on top of the dam which is used as a roadway.

In the execution of the above works 7,207 feet b.m. of timber, 60 bags of cement, and some iron were used.

During the fiscal year 1917-18, the expenditure was $671.15.

MANITOBA.

St. Andrews Lock and Dam.

The lock and dam was in operation from May 8 to November 29.

In the month of August, it was found necessary to raise the curtains of the dam to remove brushwood, etc., to facilitate the better operation of the same. Owing to the small discharge of the Red river, canvas was placed at different points on the dam to prevent undue leakage.

During the navigation season, a gross tonnage of 25,635 passed through the lock, and 530 small craft. Passengers to the number of 5,897 were carried.

Excursion boats made daily trips on the water regulated by the dam.

SLIDES AND BOOMS.

OTTAWA RIVER WORKS—ORDINARY REPAIRS.

North Chaudière Station.—A new guide boom was provided for the entrance to the upper slide, the bulkhead of the slide was rebuilt, and the winches for raising the

-top-logs were mounted upon a new frame. A temporary apron of timber was placed at the outlet of the lower slide to prevent the logs from being damaged by striking the rocky bed of the river at stages of low water.

South Chaudière Station.—The expenditure at this station was for materials for repairs to the storehouses and guide booms at entrance to slide; the work having been performed by the slide master and his men.

TRIBUTARIES OF OTTAWA RIVER.

Gatineau River.—The repairs on this river consisted in placing extra screw bolts to strengthen the main boom and in repairing the boats and station-house.

Madawaska River.—At the mouth of the Madawaska, the top of one of the piers in connection with the retaining boom was rebuilt. This pier is 14 feet by 17 feet at the water's edge, and 11 feet by 13 feet at top, the height of the new work being 5½ feet. Two fenders of 10-inch square timber were placed on the face of the pier.

At Arnprior the guide booms were repaired, and two of the piers at head of the slide were rebuilt from low water level, a height of 6 feet. One of the piers is 18 feet by 22 feet and the other is 15 feet by 16 feet. A cedar post was placed in each pier, and additional stonefilling was provided to fill the piers.

At the retaining boom at head of Calabogie lake, five piers were rebuilt from the water surface. No. 1, is 22 feet square; No. 2, 24 feet square; No. 3, 21 feet square; and Nos. 4 and 5, each 20 feet square. All the piers are battered so that the size of each is 7 feet less at top than at water's edge, the height of the new work on each pier being 8 feet.

At High Falls, the tops of four piers supporting the guide boom at head of slide were rebuilt. Nos. 1 and 3 are 20 feet square at the water line and 18 feet square at top; No. 2 is 26 feet in front, 12½ feet in rear, and 18½ feet on sides; No. 5 is 33 feet in front at base and 29 feet at top, 14 feet in rear at base and top, the length of the sides being 24 feet. The height of the new work on piers Nos. 1, 3, and 5 is 9 feet, and on No. 2 it is 10½ feet.

A new pier was also built at the lower bulkhead. It is 21½ feet long and 5½ feet wide, the height at lower end is 7½ feet and at the upper end it is 2 feet. The sheeting on the pier dam between the two bulk-heads was renewed in places and some repairs were made to the main controlling dam.

At Ragged Chute extra stonefilling was placed in the pier dam across the blind channel at head of chute.

At Chain Rapids the tops of two piers had to be rebuilt. No. 4 is 18 feet by 16 feet at base and 16 feet by 14 feet at top; No. 5 is 18 feet square at base and 14 feet square at top, the height in each case being 8 feet.

Coulonge River.—In the spring of 1917, two breaks occurred in the slide at High Falls, one on 23rd April and the other on 5th May. On the former occasion, the longitudinal stringers broke while logs were running in the slide, and the superstructure gave way for a length of 18 feet; the other break was caused by a rock slide from the mountain, which carried out a section 50 feet in length. The damage was repaired with all possible haste, so little delay was occasioned, in either case, to those using the slide.

Black River.—A section of the High Falls slide, 137 feet in length, immediately below the bulk-head, was repaired, as the foundation had settled, causing the bottom of the slide to sag as much as 19 inches below grade at the centre of the bow. The superstructure was raised to position and properly blocked underneath, and damaged sheeting in sides and bottom of slide and decayed posts and braces were all renewed. Iron bars were also placed on the curve to protect the sheathing.

Petewawa River.—At the mouth of this river, a pier was built to form a gap to allow small craft to pass through the retaining boom. The pier is 16 feet square and 9 feet high. Another pier, the first below the wharf, was patched, as some of the top timbers were decayed.

At Second Chute, the expenditure was for pine plank used in repairing the slide.

At Crooked Chute, the camp house was repaired, and an addition was built. Sections of the floor of slide at the outlet and just below the bulk-head were renewed with 6 inch material. Posts were replaced in the slide; a course of timber was placed on the tops of the foot and entrance piers and five stop-logs were made for the bulk-head. The main controlling dam was repaired, it having been found necessary to renew several of the cross-ties and longitudinal timbers.

At Thompson's rapids, the outlay was for timber for repairs to the retaining dam.

At head of Lake Traverse, the tops of two piers of the boom were rebuilt. They are each 16 feet square, battered to 12 feet square at top and 8 feet in height. Each is supplied with a snubbing post.

At Poplar chute, a glance pier, 48 feet long, 8 feet wide and 5 feet high, had to be restored. The pier is close-work in front and open in rear.

At McDonald's chute, the main governing dam, 110 feet in length, to the south of slide entrance, was rebuilt. This is a flat dam, 9 feet high at rear with an average face of 16 feet. Two piers at the guide boom required attention; the one on south side at upper end of boom, 13 feet by 16 feet and 12 feet high, was altogether renewed, and the other, also on the south side and immediately above the slide, had its top timbers repaired. Four lengths of guide boom were taken out of the water, damaged ends were sawn off and new holes were bored well back in the solid timber for the connecting chains.

The amount chargeable to Cedar lake station was for timber for repairs to the retaining dam.

GENERALLY.

Gatineau River.—Eleven tons of one-inch diameter B. B. iron chain were provided and placed on the government boom near the mouth of this river, to guard against excessive strain, when the water in the river is at spring flood.

Coulonge River.—At five different places, portions of the High Falls slide were rebuilt from the foundations. The old timbers of the latter were removed and laid in the new to receive the bents which vary in height from 10 to 16 feet; twenty-eight new bents were placed and five old ones were repaired and strengthened with extra bracing; 126 posts with the usual braces, 83 cross sills and sheathing in sides and bottom at these five places were all renewed. There were two lengths in the second section, 72 feet and 108 feet; two in the third section, 144 feet and 116 feet; and one in the fourth section, 75 feet. At other places in the slide, it was found necessary to patch the sheathing in sides and bottom, also to replace some of the posts. Three stay chains, 28 feet, 25 feet, and 21 feet in length were set to steady the superstructure. One end of each chain is connected to an eye bolt which passes through the stringers of slide, while the other end is made fast to an anchor bolt sunk in the solid rock on the side of the mountain. The posts supporting the bulk-head of slide were repaired and eleven bars of flat iron were secured to the sides of the head piers, to guard against abraison from passing logs. One of the guide booms, 125 feet long, was water-logged, so two lengths of timber extending the whole length of the boom were placed on top to give greater buoyancy, the upper portion of the boom being planked with 2-inch pine.

ST. MAURICE RIVER.

All movable and immovable government properties used for the purpose of transmission of timber, on this river, is leased to the St. Maurice River Boom and Driving Co., which lease took effect on February 1, last.

Under supervision, the company maintained the whole work in a very satisfactory manner and made several important improvements rendered necessary on account of the constant increasing lumber business on the river.

BRIDGES AND ROADS.

Ottawa.

BRIDGES AT OTTAWA, AND ROADWAY AND BRIDGE APPROACHES *re* OTTAWA AND HULL.

Laurier Bridge.—The hand-rail on the top of the guard fence, on northern side, was renewed for the whole length of the bridge, the one on the other side having been treated in a similar manner previously. The old rail was of rolled steel and was so badly corroded that holes were eaten completely through the material. All the guard fence received a coat of paint. Considerable repairs were made to the sandstone pavement on both approaches to the bridge; fully one-third of which was taken up and re-laid to grade on the western approach, while at the other end the worst places were attended to. All the pavement re-laid was grouted with cement.

Chaudière Slide Bridge.—The roadway of this bridge was cleaned, the guard fence on the western side was painted and the pavement was kept in repair. The cast-iron grating and drainage chambers were kept free of debris throughout the season.

Union Bridge.—The roadway of the Union bridge was kept clean, the planking was patched, and the guard fence was repaired.

Roadway and Bridge Approaches between Ottawa and Hull.—The pavement on this thoroughfare was cleaned frequently, and repaired. The wooden guard fence and pipe rail on the eastern side, from Union bridge to Hull, received two coats of paint while the gratings and weeper holes received proper attention throughout the year.

During the winter, surplus ice and snow were removed from the roadways of the bridges and sidewalks, and the latter, when slippery, received a coating of sand to aid pedestrians who had occasion to use them.

In spring, the usual drains were cut to carry off the surplus water.

Ontario and Quebec.

Bryson.—The work of repair to this bridge was renewing the roadway at both ends of the two main spans, with 3-inch pine plank. The portion repaired at the Calumet island end was 71 feet long; and that at the Bryson village end, 135 feet, the width of the planking in both cases being 19½ feet. A wheel guard of 6-inch square cedar was laid at both sides and in the centre of the portions renewed. About 25 cubic yards of gravel were deposited at the Calumet island end to bring the roadbed even with the planking on the bridge.

Chapeau.—The work at this bridge consisted in filling in behind the concrete retaining walls, on the northern approach, with stone and gravel, about 450 cubic yards having been used in doing so. The fill on the upper side is 140 feet long, of an average depth of 2 feet and extends up the bank about 16 feet of an average. The fill on the lower side is 104 feet in length, 4 feet average depth and extends up the bank an average of 20 feet.

Rapides des Joachims.—The pipe-rail on the bridge across the main channel of the Ottawa river, having been disconnected through contraction, had to be joined again, and at another place on the same bridge, part of the piping was missing and was repaired by a new piece with a coupling. The wooden guard fences on both approaches to the two bridges were repaired where the boards were broken or defective; 21 pieces of 1- by 5-inch pine having been used for this purpose.

On the Ontario approach, a culvert collapsed and this necessitated the placing of two pieces of cedar, each 16 feet long. The roadway over the culvert was graded with gravel and stone.

Four sign boards for the regulation of traffic were placed at both ends of the two bridges.

MATAPEDIA INTERPROVINCIAL BRIDGE.

The Matapedia Interprovincial bridge links the two shores of the Restigouche river, thus uniting the provinces of Quebec and New Brunswick.

The work done during the last fiscal year consisted in the repairing of planks in a temporary manner, stopping the most dangerous holes in order to render the bridge safe for winter. More extensive and necessary work could not be done on account of weather conditions.

PITTS BROOK.

Pitts Brook is located in the Matapedia military road, about two miles from Ste. Florence de Beaurivage, in the county of Bonaventure. It is situated in that part of the road where there is no municipality to take care of its maintenance.

The work done during the fiscal year 1917-18, consisted in the reconstruction of a bridge, 48 feet in length by 16 feet in width, placed upon two cedar abutments. The flooring is in 3-inch deals.

HARRICANA RIVER BRIDGE.

Traffic Bridge at Amos, Que.

The Government of the province of Quebec was authorized by Order in Council of the 4th October, 1917, to proceed with the construction of a fixed wooden bridge across the Harricana river, at the village of Amos, Que.

This bridge consists of two spans, continuous over the centre pier, of a total length of 304 feet, with approaches from the two shore piers. The latticed trusses are roofed over. Provision has been made for a clearance of 14½ feet above high-water level, and for lighting the channel span.

The bridge was opened to traffic in the late autumn.

MUSKRAT RIVER (MEATH STATION).

Canadian Pacific Railway Bridge.

The Canadian Pacific Railway Company proceeded with the construction of their new bridge across the Muskrat river, in order to do away with the existing 600-foot trestle built skew to the stream, over twenty years ago, and which intersects the highway bridge (O. C. June 15, 1912).

Piles were driven to a great depth for the footing of concrete abutments; during the course of placing the ballast fills to said abutments, the work settled down and virtually disappeared while, at the same time, the river bottom on either side was raised several feet. As the new line for this diversion is built through marshy soil, the company found it necessary to purchase additional land and cut a new channel for the river, to which the steel span (plate girder 87 feet 2 inches long) has been removed. This new channel is located some 900 feet from the originally proposed location of bridge, and is to be maintained by the company.

The new bridge and diversion track were completed in July, and traffic was diverted thereto on 15th August, 1917.

GRAND RIVER BRIDGE.

Grand River bridge is a highway bridge over the Grand river at York, situated 5 miles from Caledonia. Seneca flag station is the nearest freight point.

The spring flow of ice injured the upper posts in each bent of the timber trestle at the west end of the bridge; work of repair consisted of renewing broken planks in the decking; of renewing 800 feet b.m. and replacing eight 10 by 10 posts in the trestle, and these posts were braced to the other posts in the bents with 4 by 8 braces.

The work was finished March 30. Expenditure, $345.52.

ALBERTA.

EDMONTON.

The city carried out repairs to the roadway, which included putting in steel flange rails along the roadway and street car tracks and in making the necessary renewals to the wood block pavement, as well as some other minor repairs.

The cost of this work to the department was $536.16, it being one-third of the total cost, as under the agreement with regard to the upkeep of this bridge; in the months of August and September last, this department put a small force of men at work clearing off the debris from the lower chords which had accumulated there from the roadway, and the sum of $30 was expended, and owing to some extra work which was necessary in repairing the flash boards below the roadway of the bridge there was expended the sum of $31.50.

SPRAY RIVER.

Repairs consisted in rock filling and riprap; the rock was obtained from government quarry, and lumber from the Forestry department.

Work was carried out by day labour at a cost of $436.72.

GOVERNMENT TELEGRAPH SERVICE

By D. H. KEELEY, GENERAL SUPERINTENDENT.

Location of Lines.	Points connected.	Year	Length of Lines			Number of Offices.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles Wire.	Kt's.			
Newfoundland..	Port au Basque—Cape Ray	1883	14	....	14	2	
Nova Scotia	North Sydney—Meat Cove (with loops)..	1880-02	168¾	.....			
" ..	Across Bras d'Or Channel	1880	.....	¼			
" ..	" St. Anns Harbour (Englishtown).	1887	.....	¼	170	25	
" ..	" Ingonish Harbour	1887	.....	¼			
" ..	" French River	.....	.....	¼			
" ..	Big Bras d'Or—Kempt Head	1904	20	....	20	3	
" ..	Meat Cove—St. Pauls Island	1890	....	20	23	1	
" ..	On St. Pauls Island	1890	3	.....			
" ..	Bay St. Lawrence to Money Point	1907	8	.....	8	4	
" ..	Mabou—Meat Cove	1887-00	116¾	.....	116¾	12	
" ..	Barrington—Cape Sable	1883	16	....			
" ..	Across Bear Point Channel	1883	....	1½	17½	Leased.	
" ..	" Lt. House Channel	1883	...	¼			
" ..	Mabou—Port Hawkesbury	1903	41¾	....	73½	9	
" ..	Port Hawkesbury—St. Peters	1903	32	.....			
" ..	St. Peters—Main-à-Dieu	1904	83½	.....			
" ..	Main-à Dieu—Scatari	1902-09	1	3½	133½	19	
" ..	On Scatari Island	1904	7½	....			
" ..	Gabarus—North Sydney	1904	38½	....			
" ..	Little Bras d'Or—Kempt Head	1905	34½	..	34½	6	
" ..	North Sydney—Eskasoni	1905	31	..	31	10	
" ..	Eskasoni—Grand Narrows	1908	22	.....	22	3	
" ..	Grand Narrows—Shenacadie—Beaver Cove	1910	15½	...	15½	3	
" ..	Leitches Creek—Steeles Crossing (loop)..	1910	28	...	28	1	
" ..	Baddeck—Little Narrows	1910	19½	..	19½	1	
" ..	North Sydney—Little Bras d'Or (second wire)	1906	6	.....	6		22,095
" ..	Grand River—Enon	1907	19½	....	19½	2	
" ..	Enon—Gabarus	1909	29	.....	29	3	
..	Strathlorne—Wycocomagh	1909	33½	..	33½	7	
" ..	S. W. Margaree—Whycocomagh—Little Narrows	1912	38½	....	38½	8	
" ..	Loch Ban—Scottsville	1912	7	...	7		
" ..	Whycocomagh—Orangedale	1912	8	....	8	5	
" ..	North Sydney—Sydney Mines—Florence	1912	7	...	7		
" ..	Little Narrows—Washabuck Centre	1912	12	....	12	4	
" ..	Loop, Eskasoni—McAdams Lake	1912	5	...	5	1	
" ..	Baddeck, Nyanza - Big Intervale	1913	39½	....	39½	6	
" ..	Brook Village—Glendale	1914	32	.....	32	6	
" ..	Washabuck Centre—Grass Pond	1916	7¾	..	7¾	4	
	Port Hood, Island Branch : (Length of construction in loop.)						
" ..	On mainland at Port Hood	1907	¼	...			
" ..	Port Hood—Smiths Island	1907	....	2			
" ..	On Smiths or Inner Island	1907	4	....	13½	4	
" ..	Smiths Island to Henry Island	1907	....	3			
" ..	On Henry or Outer Island	1907	4	.....			
New Brunswick.	Chatham—Escuminac—Point Sapin	1885	56½	....	56½	25	5,514
	Carried forward	...	1010	31½	1,041½	171	27,609

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

Location of Lines.	Points connected.	Year.	Length of Lines.			Number of Offices.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles Wire.	Kt's.			
	Brought forward		1,010	31½	1,041½	171	27,609
	Bay of Fundy System :						
New Brunswick.	Campobello—Eastport	1880		13	77¾	14	3,660
"	" "	1917		12¾			
"	Mainland Eastport	1887-17	1				
"	On Campobello Island	1880-16	11½				
"	Campobello—Grand Manan	1880		83			
"	" " "	1916		10¾			
"	On Grand Manan	1880-16	21½				
"	Grand Harbour—Cheney Island	1890	4½				
"	Cheney Island—Whitehead Island	1890					
"	" " "	1916					
"	Woodwards Cove—Nantucket	1914	23				
"	Nantucket—Duck Branch	1914	8½	1½			
"	Partridge Island—Fort Dufferin	1900					
"	"	1910					
	Gannet Rock Branch :						
"	Seal Cove—Big Wood Island	1910		1½	14¾	4	
"	Big Wood Island—Little Wood Island	1910	1½				
"	Little Wood Island—Three Sister Island	1910	1	2¼			
"	Three Sister Island—Gannet Rock	1910		7¼			
"	Three Sister Island—Hay Island	1916	¼				
"	Campobello across Lubec Channel	1916		¼			
	Magdalen Island System :						
Quebec	Meat Cove, C.B.—Magdalen Islands	1880		55	181¾	20	4,574
"	On Magdalen Island	1881-02	83½	½			
"	Grosse Isle—Brion Island	1902		11			
"	On Brion Island to Dingwalls	1902	1				
"	On Brion, Dingwalls to Lt. House	1909	5				
"	House Harbour—Pointe Basse (loop wire)	1902	8				
"	Pointe Basse—South Beach (loop wire)	1905	6				
"	Grindstone—Barachois (loop wire)	1909	6				
"	Amherst Island—Entry Island	1910	2	6¾			
	Anticosti System :						
"	Gaspé—L'Anse à Fougère	1881	28		316¾	9	1,908
"	L'Anse à Fougère—Anticosti	1881		44½			
"	On Anticosti Island	1881-90	223½				
"	Anticosti—Long Point Mingan	1890		21			
	Chicoutimi Dist.						
"	Bay St. Paul—Chicoutimi	1881-04	98		98	5	
"	St. Alexis—St. Catherines Bay	1904	78		78	5	
"	Murray Bay—Bay St. Paul	1904	37		37	3	
"	Bay St. Paul—Petite River	1901	13		13	1	
"	Chicoutimi—St. Charles	1903	31½		46½	10	
"	St. Anne—Lac Claire	1903	7				
"	St. Anne—St. Fulgence	1903	8				
"	St. Fulgence—Sacré-Cœur	1905	73½		73½	4	
"	Murray Bay—St. Catherines Bay (2 wire)	1904	58		58		
"	St. Alexis—Chicoutimi (2nd wire)	1905	14½		14½		
	Carried forward		1,845	709¾	2,054¾	246	37,751

GOVERNMENT TELEGRAPH SERVICE—*Continued.*

Location of Lines.	Points connected.	Year.	Length of Lines.			Number of Offices.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles Wire.	Kt's.			
	Brought forward		1,845	209¾	2,054¾	246	37,751
	Chicoutimi Dist.—Con.						
Quebec	St. Charles—La Pipe	1907	30		30	4	
"	La Pipe—Peribonka	1908	17		17	2	
"	Bay St. Paul—St. Placide	1908	8½		8½	1	
"	Taché—St. Louis de Nazaire Loop	1912	5		5	1	
	North Shore Line:						44,860
"	Murray Bay—Chateau Bay (Tadoussac)	1881-01	947¾				
"	Across Saguenay River at Tadoussac	1883		1¼	949½	74	
"	" " " "	1909		1			
"	Bersimis—Godbout	1904-05	114		114		
"	St. Simeon to Cap Salmon Lt. (loop wire)	1909	4		4	1	
"	Harrington—Harrington Island	1909	1¼	3¼	4½	1	
"	Point Lebel Loop	1915	5		5	1	
	Quarantine System:						
"	Quebec—L'Ange Gardien	1885	13				
"	L'Ange Gardien—Orleans Island	1885					
"	" 3 lengths	1906-09		2¼			
"	On Orleans Island	1885	29¼				
"	Orleans Island—Isle Reaux	1889		2			
"	" (2nd cable)	1910		2¼			
"	On Isle Reaux	1889	2½		80¼	11	759
"	Isle Reaux—Grosse Isle	1889		2			
"	" " (2nd cable)	1910		2			
"	On Grosse Isle (all told)	1885-94	3¼				
"	St. Jean—Ste. Famille (loop)	1904	11				
"	St. François—St. François Nord (looped wire)		10				
"	Crane Island to Montmagny	1905-09		5	5		
"	On Crane Island	1905	3		3	5	
"	Crane Island to Grosse Isle	1907		5	5		
"	Crane Island—Goose Island	1912	10		10	2	8,915
"	Orleans Island Telephone System	1910	68		68	7	
"	Kippewa Dam—Ville Marie	1910	33½		78½	9	1,443
"	Ville Marie—North Timiskaming	1911	45				
"	St. Isidore Branch	1912	3½		3½	1	
"	Charlesbourg—Lake Beauport—Stoneham	1913	52¼		52¼	8	
"	Lake St. Charles—St. Gerard	1914	34¾		34¾	4	6,231
"	Beauport—Laval	1909	15		15	7	
	Pelee Island System:						
Ontario	Leamington—Point Pelee	1889	12				
"	Leamington Dock—Pelee Island	1901		17¼	45¾	18	859
"	On Pelee Island	1889-00	16½				
	Carried forward		3,339½	253¾	3,593¼	400	100,809

GOVERNMENT TELEGRAPH SERVICE.—*Continued*

Location of Lines.	Points connected.	Year.	Length of Lines.			Number of Offices.	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles Wire.	Kt's.			
	Brought forward	.....	3,339½	253¾	3,593¼	400	100,809
	Northwest Lines—						
Saskatchewan.	Qu'Appelle—Onion Lake	1883	402	.....	402	9	
"	Moosejaw—Wood Mountain	1885	107	....	107	4	
"	Wood Mountain—Willow Bunch	1904	39	.....	39	2	
"	Gravelbourg Loop	1910	38	.....	38	1	
"	Leeville Loop	1912	28	....	28	1	
"	Saskatoon Loop	1892	28	.....	28	1	
"	Duck Lake—Batoche	1902-10	9		9	2	
"	Duck Lake—Indian Agency	1902	3½	.....	3½	3	29,721
"	Lloydminster Loop	1904-09	58	.....	58	1	
"	Lipton Loop	1906	2	.....	2	1	
"	Fort Qu'Appelle—File Hills Agency	1907	28	....	28	4	
"	Kamsack—Indian Agency	1907	6½	.....	6½	2	
"	Kamsack—Indian Agency—Pelly	1910	17½	.....	17½	4	
"	Battleford—Isle-à-La-Crosse	1912	275	....	275	6	
"	Meota Loop	1912	20	....	20	1	
"	Sintalnta—Assiniboia Reserve	1913	8	.....	8	1	
Alberta.	Onion Lake—Edmonton	1883	205	....	205	8	
"	St. Paul—Durlingville	1912	48	.....	48	3	
"	Edmonton—Athabaska	1904	98	.....	98	2	
"	Athabaska—Mirror Landing	1909	70	.....	70	1	
"	Mirror Landing—Peace River	1910	199	....	199	4	
"	Peace River—Dunvegan	1911	74	.....	74	2	
"	Dunvegan—Lake Saskatoon	1912	76	.....	76	2	
"	Grand Prairie City Loop	1912	16	....	16	1	
"	Lake Saskatoon—Fort St. John	1914-15	145	....	145	3	
"	Fort St. John—Hudson Hope	1915	62	....	62	2	
"	Peace River—Shaftsbury	1911	15	.....	15	4	39,304
"	Athabaska—Fort McMurray	1914-15	245	.....	245	4	
"	Athabaska—Lac la Biche (Plamondon)	1914	58	...	58	1	
"	Plamondon—Roman Catholic Mission	1915	12	.....	12	1	
"	Edmonton—Indian Agency—Stony Plain	1904	32	....	32	5	
"	Edmonton—St. Albert	1887	9	...	9	1	
"	St. Albert—Qui Barre—Alexandre	1902	25	.	25	3	
"	Andrew Loop	1904	10	...	10	1	
"	Lamont Loop	1910	7	.....	7	1	
"	Saddle Lake—Industrial School	1900	6½	...	6½	1	
"	Grouard—High Prairie	1912	25	..	25	12	
"	High Prairie—Prairie River	1913-14	13½	.....	13½	2	
	British Columbia Lines—						
British Columbia	Kamloops—Vernon-Penticton	1899-11	467½	1½	469	54	
"	Kamloops—Mount Ollie	1908-10-15	86	.....	86	19	
"	Kamloops—Savonas	1913	28	....	28	5	
"	Kamloops—Barnhart Vale—Rose Hill	1911	14	.....	11	4	
"	Kamloops—Notch Hill—Revelstoke	1914-15	215½	1½	217	31	
"	Fairview—Midway	1911	93	....	93	12	
"	Whitemans Creek—Kelowna	1911	29	1	30	7	
"	Nelson—Trail	1911	61	..	61	15	83,012
"	Proctor—Sirdar—Creston	1914-16	87¼	2¾	90	16	
"	Nakusp—Edgewood	1912	59	1	60	15	
"	Golden—Windermere	1901	92		92	23	
"	Hefley Creek—Upper Louis Creek	1916	37		37	11	
"	Deer Park—Renata	1916	24¼	¾	25	10	
"	Merritt—Mammette Lake—Camford	1916	37		37	7	
"	Kamloops—Goose Lake	1916	14		14	3	
"	Enderby—Vernon	1916	26		26	2	
	Carried forward	.....	7,228½	262¼	7,490¾	741	257,846

GOVERNMENT TELEGRAPH SERVICE—*Concluded.*

Location of Lines.	Points connected.	Year.	Length of Lines.			Number of Offices	Messages Sent.
			Land Lines.	Cables.	Total.		
			Miles Wire.	Kt's.			
	Brought forward		7,228½	262¼	7,490¾	741	257,816
	British Columbia Lines—Concluded.						
Vancouver Island	Victoria—Banfield	1891	169	....	169	15	
"	Alberni—Banfield	1899	53	.....	53	2	
"	Alberni—Clayoquot	1902	95¼	2¼	97½	6	
"	Clayoquot—Nootka	1913	62½	12¼	74¾	8	
"	Clayoquot Branch	1913	1	½	1½	2	
"	Toquart—Sechart	1907	7½	2	9½	2	
"	Tofino—Mosquito Harbour, Bear River Clayoquot Sound—Leonard Is. Light	1911-14	55	3¾	58¾	4	
"	Nanaimo—Comox—Campbell River	1893-08	118	.....	118	9	
"	Parksville—Alberni Branch	1895	30	....	30	1	
"	Comox—Cape Lazo Branch	1910	6	....	6	1	
"	Union Bay—Denman and Hornby Islands	1907	21	2	23	5	
"	Nanaimo—Gabriola Island	1909	16	¾	16¾	5	112,906
"	Campbell River—Powell River	1910	65¾	13½	79¼	11	
"	Powell River—Vancouver	1913	108	12	120	21	
"	Campbell River—Hardy Bay	1914	203¼	4½	207¾	18	
"	Vancouver—Squamish	1914	44½	1½	46	6	
"	Salt Spring Island Line	1902-14	88	7¼	95¼	23	
"	Sidney—Ganges Line	1910	21	2½	23½	5	
"	Chemainus—Kuper—Thetis Islands	1912	3½	4	7½	5	
"	Saanichton—James Island	1912	3½	1	4½	2	
"	Sydney and Sydney Island	1910	3	3	6	2	
"	Bamberton Works, Keatings Branch	1914	..	1	1	1	
Yukon	Ashcroft—Dawson and Boundary	1899-12	1,777	.....	1,777	78	
"	Ashcroft—Quesnelle (local wire)	1878-87	215	....	215	.....	
"	Ashcroft—Lillooet Branch	1896	67	.....	67	12	
"	Lillooet—Pioneer Branch	1912	66	.....	66	15	
"	Lillooet—Lytton Branch	1913	49½	.....	49½	12	
"	Ashcroft—Savonas Branch	1914	40	.....	40	5	
"	150 Mile House—Quesnelle Forks	1902	89	....	89	5	
"	150 Mile House—Bella Coola Branch	1912	329	.....	329	28	
"	Quesnelle—Barkerville Branch	1887	61	..	61	5	78,045
"	Hazelton—Prince Rupert Branch	1901-07	218	.....	218	22	
"	Terrace—Stewart Branch	1910-11	174	.....	174	8	
"	Queen Charlotte Island Line	1913-14	123	.....	123	13	
"	Hootalinqua—Livingstone Creek, Y. T. Branch	1907	70	..	70	2	
"	Ashcroft—Highland Valley	1916	30	.....	30	5	
	Total		11,711¾	336	12047¾	1,106	448,797

TELEGRAPH SYSTEMS OF THE DOMINION.

As a matter of general interest, pursuant to the statement submitted last year, the latest figures to hand showing the extent of telegraph lines in operation in the Dominion are as given hereunder.

Canada.	Length of Lines in Miles.				Length of Conductors in Miles.				No. of Offices
	Aerial.	Underground.	Submarine.	Total.	Aerial.	Underground.	Submarine.	Total.	
1917-1918									
Great North Western Telegraph Co	10,064	7	13	10,081	31,357	192	78	31,627	
Canadian Pacific Telegraph	14,617	23	95	14,735	106,143	820	227	107,190	1,519
Government Telegraph service	11,711¾	.....	336	12,047¾	11,711¾	.....	336	12,047¾	1,106
Grand Trunk Pacific Telegraph	5,279	1	1	5,279	19,525	18 25	2 19	19,545	279

REVENUE AND EXPENDITURE.

The revenue and expenditure for each of the Government lines in the several districts hereinbefore mentioned, are given in the following table:—

1917-1918.	Expenditure.	Revenue.
	$ cts	$ cts.
Lower St. Lawrence and Maritime Provinces—		
Anticosti lines	9,267 02	1,521 99
Bay of Fundy	3,107 45	1,188 42
Cape Breton	37,252 19	5,855 76
Cape Ray (subsidy)	250 00	
Escuminac	2,168 78	869 96
Father Point (subsidy)	750 00	
Ile aux Coudres (subsidy)	200 00	
Magdalen Islands	5,148 60	2,439 67
North Shore, east of Bersimis	28,674 68	8,827 41
North Shore, west of Bersimis	21,193 03	2,386 30
Orleans telephone	1,840 25	569 45
Quarantine system	4,822 51	118 05
Quebec County Lines	5,244 56	1,279 11
Prince Edward Island and Mainland (subsidy)	13,893 32	
Cable ship *Tyrian* Maintenance	57,236 75	
Generally—		
Gulf and Maritime Provinces	2,741 16	
Timiskaming District—		
Telephone line	3,288 92	362 05
Ontario—		
Pelee Island telephone	1,574 42	169 85
North West Lines—		
Saskatchewan	59,195 38	8,441 55
Alberta	78,037 55	18,761 95
British Columbia—		
Mainland	78,488 33	30,257 37
Vancouver Island	98,761 90	37,043 14
Yukon—		
Ashcroft—Dawson	219,068 55	85,466 72
Telegraphic service generally	703 12	
Total	732,158 47	205,558 75

DEPARTMENTAL TELEPHONE SERVICE.

Up to date of this report (April 1, 1918) the telephone connections with the central office of the Bell Telephone Company at Ottawa, listed as chargeable to the special appropriation, numbered 1,270, the annual charge for which amounts to $56,252.40. The connections are distributed amongst the several departments, as hereunder.

Department.	No. of Telephones.		Total.	Cost per Annum.
	Offices.	Residences.		
				$ cts.
Agriculture	41	12	53	2,755 00
Auditor General	14	2	16	771 00
Canada Food Board P. B. X	32		32	1,554 00
Census	1		1	80 00
Civil Service Commission	5	4	9	427 00
Clerk of Crown in Chancery	1	1	2	85 00
Conservation Commission	5	1	6	375 00
Customs	25	4	29	1,217 00
Dominion Archives	2	2	4	195 00
Dominion Police	16	5	21	850 00
Exchequer Court	2	1	3	145 00
External Affairs	12	3	15	698 00
Finance	3	6	9	370 00
" P.B.X	31		31	1,650 00
Fuel Controller	2		2	95 00
House of Commons	16	1	17	685 00
Immigration and Colon'n	10	3	13	570 00
Indian Affairs	13	2	15	591 00
Inland Revenue	15	4	19	793 00
Interior	116	10	126	5,584 00
Justice	39	15	54	2,249 50
Labour	5	4	9	445 00
Library of Parliament	3	2	5	185 00
Marine	20	7	27	1,160 00
Militia and Defence	18	15	33	1,622 00
" " P. B. X	234		234	9,568 50
Military Hospital Commission		1	1	40 00
Military Ser. Council P. B. X	12		12	1 107 40
Mines Department	22	1	23	1,017 00
" " P. B. X	36		36	1,349 00
Mounted Police	4	3	7	280 00
Naval Service	25	7	32	1,366 00
Northwest Territories		1	1	35 00
Patriotic Fund Committee	1		1	80 00
Post Office	42	9	51	2,092 00
Printing and Stationery	20	11	31	1,283 00
" " P.B.X	49		49	1,143 00
Privy Council	12	4	16	702 00
Public Works	68	24	92	4,106 00
Railways and Canals	25	13	38	1,717 00
Rideau Hall	5	6	11	460 00
" Private Line				123 00
" P. B. X	18		18	1,146 00
Secretary of State	14	5	19	856 00
Senate	15	4	19	812 00
Supreme Court	2		2	80 00
Trade and Commerce	13	4	17	750 00
War Purchasing Commission, Private Branch Exchange	9		9	988 00
	1,073	197	1,270	56,252 40

CAPE BRETON LINES.

The various lines have worked satisfactorily and with little interruption throughout the year. There has been no additional mileage and no changes in staff. Amounts for repoling and general repairs were voted as follows:

North River Bridge loop Marion Bridge-Sydney Louisburg-Main-à-Dieu	$1,400
Big Bras d'Or-Upper Kempt Head Leitches Creek-Sydney	$1,600
McCormicks-Brook Village and Whycocomagh	$1,600
Gilliesville-South Side East Bay Eskasoni-Grand Narrows Grand Narrows-Shenacadie Big Bras d'Or-Englishtown Louisburg-Gabarus Gabarus-Marion Bridge Gabarus-Enon	$3,400

The work was carried on under the supervision of the general repairers of the respective sections. The revenue shows an increase of $1,218 over that of last year.

BAY OF FUNDY.

All land lines have been free from interruptions during the year, except a section of the lines at Grand Harbour consisting of six poles which went down during a gale on October 30-31, but the poles were reset without delay, and there has been no further interruptions on this Flaggs Cove-Seal Cove telegraph line throughout the year.

On August 11th, cables number two and one, Whale Cove-Meadow Brook, and Longs Eddy-Herring Cove, developed leaks. The *Tyrian* arrived September 8th and found a bad leak at Dunns Beach, Campobello, on cable No. 1 in a splice underneath the cable hut. Mr. McDonald also took out a bad leak in cable No. 2 at Whale Cove at high water mark where the armour had been crushed, the core was exposed through a split in the rubber insulation, this cable would work with the telephones, but only for a few minutes using Morse, the reason I believe, was on account of the electrolytic action caused by the fishermen throwing pickle on the beach where the cable runs by a fish-house door, when the telegraph current was put on caused the copper to corrode and throw a short.

All lines worked well up to December 15th, when interruptions occurred on Three Sister Island-Gannet Rock, and Duck Island-Nantucket cables both being broken, the former about three quarter mile from Gannet, and the latter mid-way between the islands. The *Tyrian* completed repairs on Gannet Rock 1st March and Duck Island on 27 March. White Head-Cheneys Island cable reported interrupted on the 21st March, was also repaired at this time.

Cable No. 1 Longs Eddy-Herring Cove was reported heavily grounded on January 21st was restored to working order by Mr. McDonald who found a ground in the cable hut at Herring Cove.

The *Tyrian* left here on March 27th and all cable lines are working good.

The Seal Cove-South Head, and Big Wood Island land lines will need some attention in the way of insulators; and one or two poles which are badly decayed will need to be replaced in the course of the summer.

All lines and cables in this district are working well at the present time.

MAGDALEN ISLANDS.

The mileage is the same as last year; no new offices have been added except a few private connections:—Dominique Arseneau (agent for the Gorden Pew fisheries) connects at Father Turbide, Mr. Arseneau pays when he uses the line; another box was put at Messrs. Wm. Leslie and Co. who bought Mr. Ballantyne's telephone set. Messrs. Leslie has the connection at my office and Mr. Ballantyne's line formerly connected here is presently unoccupied but demand for the use of this line has been granted Mr. F. W. Leslie who will soon have a connection also to my office. Another private attachment was also made at Mr. Brasset sub-agent for La Banque Nationale.

Meat Coye cable was interrupted October 11, but was repaired by the S.S. *Tyrian* October 27. Again December 7, the Meat Cove cable was interrupted and has remained so. The wireless telegraph is handling the traffic but useless to say that a cable to the mainland principally to Prince Edward Island would be more advantageous.

The Brion island cable has been working well all the year round. It is indeed a great thing for the fishermen to have this telephone connection in good condition, this island being one of our greatest fishing ground.

The Entry island line has been in great working condition except for a month when a gale of wind with thunder and lightning caused trouble which has been impossible to locate yet. The general repairer and linemen are doing everything to clear up the situation and it is expected good communications will soon be established.

Notwithstanding war conditions the traffic is increasing, we have double the business we had when war started that is to say the revenue is twice larger.

There is now a large demand for connections to the mainline, these additional connections must of course add a surplus of work besides every new connection crowds the present system which is already overtaxed and unless a central is established with a bigger staff with better wages given, any further connection of any kind must absolutely be limited if any sort of public satisfaction can be expected.

ANTICOSTI ISLANDS.

No additional mileage since last report; Fox Bay Station still closed during winter months, but in connection by telephone with Heath Point office during the fishing season; from thence, business is transmitted on telegraph line.

Last season, as per agreement with the Department, arrangements were made to build four new camps along the island for the use of repairers, which camps are of the utmost urgency; owing to inability to get suitable boards down here, we were unable to have these camps built. I hope the department will be able to forward, this season, to South Point (being central place where camps have to be erected) the boards, so as to enable us to erect these camps.

Temporary repairs were made to old camps so as to shelter repairers during last winter. However, windows, doors, sashes and frames were made ready and as soon as the boards are landed at South Point, carpenters will be sent down to build these camps.

Stormy weather has again played havoc with our telegraph poles. A few have been washed to sea and a good number fell on the beach. I am pleased to say that our land line has been the whole year round in good working order with the exception of an interruption between Heath Point and South Point stations which lasted from October 23rd to November 13th.

The Gaspe.—South West Point cable, I am glad to say, is working very well ever since repaired by the staff of cable-ship ss." *Tyrian* " in May, 1913.

The North Shore cable became again interrupted on October 15th, 1917, and is still out of working order. The cable-ship "*Tyrian*" was over last fall, but owing to

rough weather and lateness in the season, she was compelled to go back without a chance to repair it.

The number of telegraph stations is the same as reported in my last report, viz.: eight in number. All the members of the staff are the same.

NORTH SHORE ST. LAWRENCE LINES.

East of Bersimis.

The line worked continuously, the interruptions being few and of short duration and local character.

No change of importance has been made in the agencies during the year, Miss Mary Chevalier of Bonne Espérance died in January 1917 and was replaced by Miss Hella Chevalier.

The accommodation office at Shelter Bay, 9 miles east of May Islands was temporarily closed on May 10th (1917) and accommodation office at Manitou 3 miles west of Rivière aux Graines has been reopened on October 21st 1917.

A new telephone line was built at Natashquan in the month of September, 1917, to establish communication between the two villages there, a distance of five miles. In October 1917, at Aguanus one mile and a quarter of telephone line was erected on the existing poles, to accommodate the people residing on the west side of the river.

West of Bersimis.

General repairs were carried on throughout this division, the various lines working satisfactorily. No additional mileage and no change in staff. The revenue shows a slight increase over last year.

QUEBEC COUNTY LINES.

The revenue shows an increase of 40 per cent over the previous year. The lines worked satisfactorily and were maintained in good repair.

QUARANTINE LINES.

As in previous years, many of our cables were broken by ice and other causes.

The Crane Island-Montmagny cable raised on November 15, 1916, was relaid on May 11, 1917, and worked well throughout the season.

Under special instructions we proceeded to raise this cable on November 26, 1917, which we were unable to do owing to weather conditions and after much battling with the ice succeeded in reaching the St. François wharf with the bateaux and tug where they remained for the winter. On November 17, the cable was carried away by a gas buoy drifting with the ice.

The Grosse Isle-Ste. Margaret island cable broken in December, 1916, was repaired in May, 1917. The Ile aux Réaux-Grosse Isle cable was interrupted on December 22, 1916, and being badly damaged throughout its length we reeled it up and repaired it as well as possible and relaid it on May 19.

The St. François-Ile aux Réaux cable was interrupted on December 22, 1916, was repaired in May, 300 feet of new cable having been added.

One of the Ange Gardien telephone cables was interrupted on January 5, 1917, and repaired in May, 150 feet of new cable being added near Ange Gardien. On November 18, the extension of the telephone line from Orleans Island to Grosse Isle was commenced, two spare cables north and south of Ile aux Réaux and a second wire strung on the Réaux pole line completing the circuit to Grosse Isle where connection was made with the Crane Island cable.

In July and August, 75 new cedar poles were planted on the Ste. Famille section and east of the St. Jean office to replace those broken by sleet storm in March.

During the month of April, the military line was extended from Maheux Bay to St. Laurent wharf, this line being under the control of the Naval Department.

On June 1st, the Agency at Ste. Famille was transferred to Mr. Joseph Premont from Mr. Nap. Pichette who resigned.

PELEE ISLAND.

1st. Re-Cable: When repairing in June 1917, we found the cable damaged, but not parted, by ice shoves about six to eight miles off the mainland shore, where the water is about fifty feet deep. After being repaired it worked well until damaged by vessels on October 24, repair of such damage being completed November 12; it again worked all right until December 9, when it ceased working during a terrific storm when some vessels are supposed to have caught it in their anchors and broken it. By instructions from the Department, I am preparing to repair it as soon as ice and weather permit.

2nd. Re-Point Pelee branch: The Mersea Municipal Telephone system had this branch connected with their system through the Bell Telephone Coy's wires at Leamington during the month of December 1917.

NORTH WEST LINES, SASKATCHEWAN.

There has been a noticeable improvement over previous years in the proper maintenance of the lines, partly due to the keen interest shown by all agents and most of the linemen, as well as to the C.P.R. Dynamo at Saskatoon, which proved most beneficial in attaining this gratifying result.

A few interruptions occurred on the Saskatoon loop, but less frequently and of shorter duration than formerly.

On the Moose Jaw-Wood Mountain line, interruptions were frequent during the month of March, business has been very satisfactory on the whole, especially in view of existing conditions.

Shifting line to roadway.—The sum of $5,000 was appropriated for the purpose of shifting the line to road allowances, of which $2,662.88 was expended in removing about 15 miles in the vicinity of Eagle Creek. This work had to be done in the latter part of November when the snow was on the ground, and this accounts for the expenditure being somewhat higher than it otherwise would have been.

Repairs and improvements.—Considerable repairs and improvements to buildings have been made at several points, and out of an appropriation of $2,400 for the purpose, $1,984 was spent as follows:—

Green Lake $100; Onion Lake $300; Glaslyn $349.22; Willow Bunch $87.75, and Battleford $1,147. Of this latter amount, $797 was used for the construction of an office for the District Superintendent, and the balance in painting the whole of the buildings on the premises.

Wood Mountain line—re-poling.—An appropriation of $5,000 was made for the purpose of re-poling the Wood Mountain—Willow Bunch line, of which $4,681.65 was expended. This amount was only sufficient to purchase the poles and to have same hauled to the ground. A further sum will be required to complete the work.

Battleford—Isle-la-Crosse completion.—The sum of $811.71 was expended out of an appropriation of $1,600 to complete the line into the village.

All the high poles were erected and everything else put in readiness; there remains now only the stringing of the wire across the rivers. Owing to the wire, insulators and brackets reaching destination too late to catch the last freighters for the North, it was found necessary to postpone the final work until the rivers open up.

Saskatoon loop.—The construction of the Saskatoon loop was found to be impracticable on account of the lateness of the season when the money for this purpose became available.

ALBERTA.

No additional mileage.

The usual general repairs were performed and the various lines gave efficient service.

BRITISH COLUMBIA.

Mainland.

Business has been very satisfactory, although not showing quite as large an increase as last year. There were 83,013 messages sent and 80,568 messages received, with total revenue $30,270.53. This is gratifying, considering that during the year we have closed up twelve telephone offices between Enderby and Vernon and Vernon and Penticton in the Okanagan valley, as per agreement with the Okanagan Telephone Company in April 1917.

Thirty-one miles of new lines were built during the year. There still remains fourteen miles of poles to be set on the Arrow lakes, the poles having been purchased and delivered during the year 1917-18. On account of the appropriation not being available until October, the whole of this work could not be carried out, as the winter weather in that section sets in early and the work had to close down in December.

There is fourteen miles of wire yet to be strung in on the Waneta-Pend D'Oreille line, the wire not being available last fall. This work will be completed just as soon as the wire arrives, and the balance of the appropriation is available.

Thirty-three miles of line was repoled, fifty-two miles of pole line reset.

KAMLOOPS TO KAMLOOPS SECTION—464 MILES.

(Via Nicola—Penticton and Vernon.)

The line from Kamloops to Merritt, 61 miles, is in good shape and has caused very little trouble during the year, as it was all reset in 1916-17, and well guyed. At Merritt and Nicola exchange, repairs and improvements were made to meet the services at these points. The section from Merritt to Princeton seventy-six miles was to have been rebuilt right through, but on account of the lateness of the season before the appropriations were available it was only repoled from Princeton to Otter Valley nineteen miles. The balance of this section will be required to be rebuilt this year as the pole line is in very bad shape. The old poles having been reset twice already and only were twenty five foot in the first place, are now too short to use again. At Princeton on the local exchange several improvements and extensions were made to meet the demand for local service. At Copper Mountain, fourteen miles south of Princeton, a local exchange was established during the year with seventeen subscribers and one pair extra wires strung between Copper Mt. and Princeton for local use. Business has been very satisfactory at both Princeton and Copper Mountain.

The section between Princeton and Penticton is in splendid shape, having been rebuilt in 1916-17.

At Keremeos an extension was built during the year to Similkameen, ten miles, and local improvements and extension on the Keremeos local exchange.

The section from Vernon to Kelowna has been thoroughly overhauled, during the year, all poles that were fit were reset and new poles supplied where necessary. The spur, three miles to Okanagan Landing and the spur two miles to Okanagan Centre, and the branch line three miles to Okanagan Mission were taken down and the poles

used in the rebuilding of the main line. The commission offices at these three points were closed as the Okanagan Telephone Company are now able to give them all the service required and connection is now made at Vernon to these points from the Government system.

KAMLOOPS—MOUNT OLIE SECTION.

(North Thompson—86 miles.)

Business has been very good from the offices on this section. In the month of September, a severe storm struck a portion of the line near Louis Creek and took down three miles of pole line. Repairs were promptly made and outside of this trouble only the ordinary repairs were necessary. Next year the upper portion of this line between the Barriere and Chu Chua will require overhauling and poles reset.

HEFFLY CREEK—UPPER LOUIS CREEK SECTION—37 MILES.

During the year, the line was extended to Sullivan Valley (a spur six miles) and also to Dominion Forestry Cabin. Several more offices were opened during the year. The only trouble we had over this section was by windfalls, the line running through timber for a considerable distance.

KAMLOOPS TO SAVONA SECTION—28 MILES.

As this section runs through open country most of the way very little trouble has been experienced during the year, and the line has been working very satisfactorily. Connection is made at Cornwalls with the Dominion Forestry Branch line to Green Mountain.

KAMLOOPS—GOOSE LAKE SECTION—14 MILES.

Important connection is made at Goose Lake office with the Dominion Forestry Branch line to Fish Lake at which point we have opened an office. This line is in very good shape as it was only built in 1916. The settlers south of Goose Lake are very anxious to have the line extended to Long Lake District. An appropriation has been asked for to have the work carried out this year if possible.

KAMLOOPS—ROSE HILL SECTION—14 MILES.

All the poles on this line were reset this past year, the line well guyed, and put in good shape.

KAMLOOPS—REVELSTOKE SECTION—218 MILES (via Chase, Salmon Arm and Sicamous).

This section is one of the most difficult to keep up that we have on our system. After it leaves Chase it follows a trail on the northside of Shuswap Lake to Celista, then crosses the lake by submarine cable to Sorrento. After the line leaves Enderby there is very little of this section that there is a waggon road to follow. There has been quite a number of snow-slides to contend with between Taft and Revelstoke, but in face of these difficulties there has not been very many bad interruptions and what there were, were of short duration. To enable us to give a first class service between Kamloops and Revelstoke it will be necessary to extend the metallic circuit from Malakwa to Sicamous to overcome the heavy telegraph induction we get on our single grounded line from the C.P. Telegraph circuits. We were able last year to metallic

it from Revelstoke to Malakwa, which made a great improvement, and we hope we will be able to extend it through to Sicamous this year. Last fall, the section along the east side of Mara Lake was poled with thirty foot cedar poles and the wire was transferred from the trees, where it was placed when the line was built through in 1915, as, at that time, there was no road but it has since been built.

WHITEMANS CREEK SECTION—30 MILES.

This branch line which is situated on the west side of the Okanagan Lake is connected to the main system at Kelowna. This line has proven to be a great convenience to the fruit growers and shippers on that side of the lake, as they have to depend entirely on boat service for their mail.

PENTICTON—MIDWAY SECTION—93 MILES—(via Osoyoos).

This section of the line runs south from Penticton to Osoyoos at the boundary line, where connection is made with the P.T. & T. lines throughout the State of Washington. At Midway we connect to the B.C. Telephone Co.'s lines through to the Kootenay. There has been a marked improvement in business from the offices on this line during the year.

MERRITT—MAMETTE LAKE SECTION—37 MILES.

This extension which includes Canford Spur was built through from Merritt as far as Steffens ranch in 1916-17. The construction was completed to Mamette Lake P.O. this past year. Three more offices were opened. This line serves a very important district and brings the settlers in direct touch with Merritt and other important points on our system.

NELSON—TRAIL SECTION—61 MILES.

This line is a very important branch south of Nelson running through a timber and mining district, as far as Trail and serves a very useful purpose linking up the several intermediate offices with the B.C. Telephone Co. system at these two points. Very satisfactory business was received during the year. An extension from Waneta, 14 miles, east up the Pend D'Oreille Valley was constructed last fall, but as the wire has not yet arrived, no new offices have yet been opened. As soon as completed there will be five additional offices, therefore, a considerable increase in revenue expected.

PROCTER—CRESTON—YAHK SECTION—90 MILES.

During the year, this line was completed right through to Yahk where connection is made with the Kootenay Telephone Co. linking up the Nelson and the Cranbrook districts. Five new offices were opened. The whole line right through from Procter to Yahk is in good shape and a very fair revenue received, considering the sparsely settled district along the Kootenay Lake between Proctor and Creston.

THE ARROW LAKES SECTION—85 MILES.

The line extends along the Arrow Lakes from Nakusp to Edgewood built in 1913 and from Castlegar to Deer Park built in 1916-17. The line was also completed through from Deer Park to Renata last June and offices opened at these points.

Last fall, construction work was commenced on the intervening link between Edgewood and Renata twenty-nine miles, but only fifteen miles of pole line was completed, as the work could not be undertaken until late in October, the appropriation not being available. The balance of the line will be completed this year and will link up two important sections of our system and will give Nakusp and all intermediate offices connection direct through to Nelson and district. The telephone is a very important utility in a district such as the Arrow Lake, where they have to depend on steam boat service, and where the lakes often freeze up for several weeks during the winter months, but for the telephone service the people would be isolated entirely.

GOLDEN-WINDERMERE.

New telephone and telegraph rates were established last June throughout the districts which have been adopted by the Department. The telephone rates are based on air line mileage and a minimum of a three minute conversation with a minimum of 20 cents call, and 5 cents each extra minute for a distance up to twenty-four miles; for twenty-five miles 25 cents, and for every seven miles over twenty-five miles add 5 cents up to fifty miles; over fifty miles add 5 cents for every ten miles. This makes a very fair rate and is the same rate as adopted by the Okanagan Telephone Co., so that there is not a confliction of rates between the two companies between which there is considerable transfer of business.

VANCOUVER ISLAND.

The revenue shows an increase of 30 per cent over the previous year. No additional lines were constructed.

YUKON.

The work on this system was confined to the usual overhauling by the general repairers. No additional mileage.

Cable Ship "Tyrian," Operations 1917-18.

On April 1, 1917, had 5·50 knots deep-sea second-hand, and 7·50 knots new deep-sea cable on hand. Laid as follows during season in knots: April 2, Whitehead Island, 0·05; April 9, Herring Bay, 0·28; April 16, Duck Island, Nantucket, 1·11; August 18, Port Hood, 0·17; August 30, Harrington, 2·89; September 13, Whale Cove-Meadowbrook, 0·10; October 27, Meat Cove-Old Harry, 0·06; November 13, Long Point, 1·21; February 28, 1918, Gannet Rock, 0·20; March 16, Eastport-Owens Head, 0·46; March 21, Johnston's Cove-Deer Island, 0·58; March 30, Seal Island, 0·04; March 31, Coffin Island, 0·41. Cable on hand, 5·34.

Shore End Cable.—April 1, on hand, 1·38; October 27, laid Meat Cove S.E., 0·05; March 16, picked up Eastport-Owens Head, 0·13; March 27, laid Lubec channel, 0·13. April 1, cable on hand, 1·33. Four-core cable on hand, 1·19. Two-core cable on hand, 1·50.

COLLECTION OF REVENUE.

By E. T. SMITH, COLLECTOR OF PUBLIC WORKS REVENUE.

For the fiscal year ended March 31, 1918, the large deficit in public works revenues dealt with by this office calls for an explanation. The revenue accrued from slides and booms was $40,122.87 less than for the previous year. In the year 1916-17, the revenue was $80,150.45 from the St. Maurice works. On the 18th February, 1917, these works were leased to the St. Maurice River Boom and Driving Association of Three Rivers for $1 per annum. They were to operate and maintain the works, collect the tolls established by Order in Council, and pay over to the Government any surplus of revenue over the expenditures mentioned. At the close of their financial year, their accounts showed that there was due the Government $30,910.33 for the year 1917-18, leaving, apparently, $49,240.12 of a deficit, but it must be borne in mind that the $30,910.33 was net revenue after expense of maintenance, etc., had been paid, while in former years we only showed gross collections, and no deduction for cost of operation. The company, however, contests our claim for this $30,910.33 on the ground that they have constructed certain works for which they should be allowed $20,073.25. It is a condition of the lease that any extensions or improvements made by the company were first to receive the approval of the Honourable the Minister of Public Works, and the cause of the dispute lies in this condition because the works for which they claim to be allowed credit to the above amount of $20,073.25, were constructed by the company, although notified that the cost of the same should not be deducted from the tolls they were to collect. It may be only proper to state here that in 1916-17 we had a surplus of $28,189.26 and in the previous year also a surplus of $19,812.10, and the larger surplus of 1917-18 was principally due to the small amount required for repairs owing to the good condition of the works.

On the whole, excepting in the St. Maurice district, where the bulk of the wood is used for pulp and paper, it is not surprising that revenue from slides and booms should be smaller than it really has been for the last two years when we consider how difficult it was to obtain man labour for production in the woods and driving the streams. Private boom companies have been obliged to increase their rates very greatly in order to make ends meet. We are, unfortunately, not in the same position as our rates of tolls are fixed, and as it has not been the practice to display in this report the actual cost of operation as well as of revenue where works have in previous years yielded large profits, these would not be taken into account when considering the losses consequent upon war conditions which have prevailed during the past four years. Many large concerns have gone entirely out of business for the time being because they could not get satisfactory labour even at the high rates of wages and the high cost of subsistence which have prevailed during that period.

In the matter of rents and sales accrued during the year, there was a deficit of $64,858.92, but the collections showed an increase of $11,476.07. This increase was due to considerable large sums received in final settlement for properties expropriated in Ottawa. The decrease in the amount accrued is principally due to the properties which formerly yielded considerable revenue having been taken over for Government uses, and partially to the fact that in the previous year there was quite a large sum which came to account in the final settlement for many of these expropriated properties.

The following is a brief summary of the revenue dealt with by this office:—

During the year 1917-18, the revenue accrued from public works shows a decrease of $103,416.01, being $188,900.10, while in the preceding year it was $292,316.11. The collections also show a decrease of $67,912.39, being $188,877.18, while in 1916-17 they amounted to $256,789.57.

The revenue accrued from slides and booms was $57,073.14, or $40,122.87 less than for the year ended March 31, 1917. The collections were $26,187.92, or $70,954.24 less than for the previous year. The outstanding uncollected revenue from slides and booms is $30,885.22 greater than in 1916-17.

The graving docks yielded $56,484.16, or $1,565.78 more than in 1916-17.

Sales and rents collected amounted to $106,205.10, being $11,476.07 more than in the preceding year.

I now submit the particulars in detail, relative to the several services under their respective heads.

SLIDES AND BOOMS.

OTTAWA DISTRICT.

The tolls charged up amounted to $25,877.65, or $9,826.68 more than in 1916-17. The number of sawlogs that passed through the works was 3,575,739, or 1,059,364 pieces more than the previous year. Of square timber there was none.

All the revenue accrued during the year was collected. Of the dues accrued since July 1, 1889, when this department took over the collection, there remains uncollected $9,161.61. Of the dues accrued before July, 1889, there still remains $56,805.65, all of which should be written off.

The accounts for the Ottawa district stand thus:—

Dues accrued during the year to March 31, 1918		$25,877 65
Outstanding, March 31, 1917		9,200 46
		$35,078 11
Collected		25,916 50
Balance outstanding, March 31, 1918		$9,161 61
Being composed of—		
Dues of 1889-90	$6,903 05	
" 1890-91	28 42	
" 1892-93	379 80	
" 1896-97	196 71	
" 1903-04	637 37	
" 1911-12	723 63	
" 1912-13	251 15	
" 1913-14	25 31	
" 1914-15	16 17	
	$9,161 61	

Balance of dues outstanding prior to July 1, 1889, when this department took over the collection was $56,805.65.

Herewith are statements in detail.

No. 1.—Statement of the number of pieces of square timber, sawlogs, etc., which passed through the Ottawa works during the year ended March 31, 1918.

No. 2.—Statement of dues accrued from each of the slides and works of the Ottawa district during the year ended March 31, 1918.

Apart from the two accounts amounting to $1,044.68, all the revenue from the Ottawa slides and booms, since I took charge in 1889, has been collected, excepting such as should have been written off long ago, or a few items in dispute which I expect will have to be forgiven.

The number of sawlogs which passed through the works during the past year was 1,059,364 more than during the previous season, and there were 8,862·32 cords of pulpwood less than in 1916-17.

ST. MAURICE DISTRICT.

The revenue accrued from this district was $30,910.33, being $49,240.12 less than in 1916-17. The apparent discrepancy between the decrease in revenue and the large quantity of logs passed through the works is explained at the beginning of this report. With the exception of an item of $3,709.62 dues of 1909-10, disputed, all the dues accrued in this district since I took it in 1892 have been collected until this year when the above $30,910.33 is also disputed.

The amount outstanding prior to July 1, 1892, remains unchanged, viz., $14,481.49, and should be written off.

The number of pieces of all kinds of timber that passed through the works was equivalent to 10,658,533 pulp and sawlogs, or 186,542 pieces less than the previous year.

NEWCASTLE DISTRICT.

The dues accrued from this district amounted to $8.74, being $489.35 less than the previous year, which has been collected at this date.

The totals outstanding on March 31, 1918, amounted to $3,565.63, of which $3,521.19 should be written off in accordance with a judgment of the Exchequer Court. $35.70 will also have to be forgiven, the debtor being hopelessly insolvent at the time of his decease.

SAGUENAY DISTRICT.

The dues accrued during the year ended March 31, last, amounted to $276.42, all paid but $20, being $220.08 less than in 1916-17.

GRAVING DOCKS.

ESQUIMALT GRAVING DOCK.

The revenue from this service was $15,541.65, being $1,930.43 less than the previous year (*see* statement No. 3). Of the 109 days the dock was occupied during the year, it was used for 27 days by H. M. and C. G. vessels.

The total number of vessels docked was 19, of 52,550 tons.

LEMIS GRAVING DOCK.

The revenue was $3,013.04 more than for the year 1916-17, being $29,228.15 (*see* statement No. 4). During the season of navigation, the dock was occupied for 180 days by 20 vessels of 41,665 tons.

During the winter of 1917-18, it was occupied by ss. *John S. Thom* and Dredge *Fruhling*.

KINGSTON GRAVING DOCK.

On May 1, 1910, the Kingston Shipbuilding Co. took possession of this dock under lease, the rental of which, $10,000 per annum, was payable at the end of each year. One of the conditions of the lease was that they should erect and keep in running order a repair plant, but this business, they claim, did not come up to expectations. On the contrary, it resulted in serious losses, and rent was reduced to $5,000 per annum from the 1st May, 1917.

SELKIRK REPAIR PLANT.

During the last fiscal year, the revenue was $1,714.36, being $533.17 more than the previous year. The slip was occupied for 67½ days of the season of navigation by 40 vessels of 4,750 tons (*see* statement No. 5).

RENTS.

During the year 1917-18 the revenue accrued from Government properties has been, from rents, sales and interest, $75,342.80, or $64,858.92 less than the previous year. The account stands thus:—

Balances from previous years	$ 69,159 20
Accrued, year ended March 31, 1918	75,342 80
Making	$144,502 00
Collected	$106,205 10
Balance, March 31, 1918	18,954 89
Written off	19,342 01
	$144,502 00

The amount written off, namely, $19,342.01, is composed of commission on collection, cost of maintenance, allowed in lieu of repairs, or cancelled on account of poverty, as well as a number of items which have been on the books for years, some of them dating back to 1880, the parties owing the same have disappeared through death and otherwise and leaving no tangible assets.

The amount apparently uncollected, $18,954.89, seems to be large, but $10,600.62 of this is composed of two old items, one for Dunnville Bridge, Ont., and the other the Dundas and Waterloo road, which business came to this department from the Inland Revenue Department in 1909. These items will be carefully looked into and possibly before the end of the current year some decision may be arrived at in regard to them. As for the balance, $8,354.27, much of this has been paid or settled since the close of the last financial year.

In the administration of these properties there are serious obstacles to obtaining as favourable results, rentals, etc., as compared with the same property in the hands of private individuals. The latter can make terms, periods of leases, etc., as they see fit, but we cannot give any assurance in most cases for more than a thirty-day-term, as we do not know when some of these properties may be required for Government purposes. Hence, we cannot expect to obtain as good rentals as parties who can give a lease for one or more years, and I may say here that this condition makes it difficult for our agents to retain the tenants we may have. The four agents who look after the Wellington street property have done their work well, and I do not anticipate much loss of rent, except perhaps from unavoidable misfortune to some of our tenants.

The following is a summary of rents collected from public properties during the year ended March 31, 1918, viz.:—

Hydraulic and other rents	$ 3,554 50
Ottawa, Sussex street	2,161 00
" Egan Block	199 92
" Wellington street, north	72,578 13
Toronto Post Office site	7,186 83
Province of Manitoba	441 00
Victoria and Vancouver, B.C.	1,537 50
Public Building sites	5,647 63
Sundry places	2,021 09
Sales and interest	2,382 50
Sand dredging	8,495 00
	$106,205 10

COMPARATIVE Table of Public Works Revenue accrued during the year ended March 31, 1918, compared with that of the Fiscal Year ended March 31, 1917, and amounts collected on account of same.

—	Year ended March 31, 1918.	Year ended March 31, 1917.	Increase, 1918.	Decrease, 1918.
	$ cts.	$ cts.	$ cts	$ cts.
Slides and Booms—				
Ottawa district	25,877 65	16,050 97	9,826 68	
St. Maurice district	30,910 33	80,150 45		49,240 12
Newcastle district	8 74	498 09		489 35
Saguenay district	276 42	496 50		220 08
Net decrease, $40,122 87	57,073 14	97,196 01	9,826 68	49,949 55
Graving Docks—				
Esquimalt, B.C	15,541 65	17,472 08		1,930 43
Kingston, Ont	10,000 00	10,000 00		
Levis, P.Q	29,228 15	26,215 11	3,013 04	
Selkirk repair slip, Man	1,714 36	1,181 19	533 17	
Haileybury slip, Ont		50 00		50 00
Net increase, $1,565 78	56,484 16	54,918 38	3,546 21	1,980 43
Rents and Sales—				
Hydraulic rents	3,487 00	3,487 00		
Minor public works	26 00	26 00		
Other public properties	71,829 80	136,688 72		64,858 92
Net decrease, $64,858.92	75,342 80	140,201 72		64,858 92
Accrued—				
Slide and boom dues	57,073 14	97,196 01		40,122 87
Graving docks	56,484 16	54,918 38	1,565 78	
Rents and sales	75,342 80	140,201 72		64,858 92
Net decrease, $103,416.01	188,900 10	292,316 11	1,565 78	104,981 79
Collected—				
Slide and boom dues	26,187 92	97,142 16		70,954 24
Graving docks	56,484 16	64,918 38		8,434 22
Rents and sales	106,205 10	94,729 03	11,476 07	
Net decrease, $67,912.39	188,877 18	256,789 57	11,476 07	79,388 46

No. 1.—STATEMENT of the number of pieces of square timber, saw-logs, etc., that passed through the Government slides and works on the Ottawa river and its tributaries during the fiscal year ended March 31, 1918.

	Pieces.
Square timber	None.
Saw-logs	3,575,739
Boom and dimension timber	20,952
Railway ties	30,906
Fence posts	11,142
Telephone poles	2,018
	3,640,757

Also 26,462·4 cords pulpwood.

The revenue accrued on the above was $25,877.65.

No. 2.—STATEMENT showing the dues accrued on the undermentioned works on the Ottawa river and its tributaries during the fiscal year ended March 31, 1918.

Main Ottawa	$ 1,806 93
Cheneaux boom	2,877 81
River Petewawa	3,863 36
Coulange	3,678 38
Dumoine	252 32
Black river	6,722 18
Gatineau	6,676 67
	$25,877 65

THE DRY DOCK AT ESQUIMALT, B.C.

No. 3.—STATEMENT of Dues and other charges collected during the year ended March 31, 1918.

Name of Vessel Docked.	Tonnage.	Period of Dockage. From	Period of Dockage. To	Dockage Charges.	Other Charges	Total.
		1917.	1917.	$ cts.	$ cts.	$ cts.
D. G. S. "Lilloet"	574	April 2	April 4	300 00	4 80	304 80
SS. "Don Emelio"	3651	" 10	" 13	565 10	12 00	577 10
SS. "Princess Charlotte"	3844	" 20	" 22	392 20	.. ....	392 20
SS. "Prince Rupert"	3379	" 23	June 13	5,626 00	224 80	5,850 80
D.G.S. "Malaspina"	392	July 16	July 20	450 00	9 00	459 00
SS. "El Lobo"	4800	Aug. 15	Aug. 23	1,216 00	38 20	1,254 20
D.G.S. "Galiano"	393	" 27	Sept. 1	550 00	19 20	569 20
H.M.C.S. "Rainbow"	1911	Sept. 17	" 21	486 65	5 40	492 05
SS. "Princess Charlotte"	3844	" 25	" 27	392 20	12 60	404 80
SS. "Niels Nielson"	5729	Oct. 12	Oct. 25	2,025 00	119 40	2,144 40
SS. "Princess Charlotte"	3844	Nov. 10	Nov. 10	200 90	... ..	200 00
SS. "Princess Charlotte"	3844	" 25	" 26	200 00	25 20	225 20
SS. "Buyo Maru"	2898	Dec. 21	Dec. 22	345 00	1 20	346 20
SS. "Adelaide"	3060	Jan. 10	Jan. 11	200 00	6 00	206 00
C.G.S. "Malaspina"	392	" 17	" 22	500 00	3 00	503 00
SS. "Charmer"	1044	" 29	" 29	200 00	.. ....	200 00
D.G.S. "Galiano"	393	Feb. 7	Feb. 13	550 00	13 20	563 20
SS. "Princess Charlotte"	3844	March 4	March 6	392 20	13 20	405 40
SS. "Arabien"	4714	" 9	" 11	435 70	8 40	444 10
	52,550	.....	.....	15,026 05	515 60	15,541 65

THE DRY DOCK AT LEVIS, P.Q.

No. 4.—STATEMENT of Dues and other charges collected during the year ended March 31, 1918.

Name of Vessel Docked.	Tonnage.	Period of Dockage. From	To	Dockage Charges.	Other Charges.	Total.
		1917		$ cts.	$ cts.	$ cts.
SS. "Carib"	2,118	May 15	May 28	1,231 24	7 25	1,238 49
Tug "Bartlett"	328	April 25	May 12	1,050 00		1,050 00
SS. "McVettie"	2,046	Winter.		823 00		823 00
Dredge "Fruhling"				200 00		200 00
Yacht "Courcelette"		Winter.		200 00		200 00
Dredge "Galviston"		Winter.		800 00		800 00
Dredge No. 2, Grain Boat	1,474	April 25	May 12	50 00		50 00
SS. "Cartier"	556	April 25	May 12	1,100 00		1,100 00
SS. "Lady Grey"	733	May 15	May 28	650 00	2 50	652 50
SS. Schuilkill	2,440	July 20	Aug. 17	2,277 20	41 40	2,318 60
SS. "Royal Transport"	4,652	June 21	July 24	4,405 12	12 50	4,417 62
SS. African Transport	4,482	June 15	June 21	896 40	69 50	965 90
SS. Susquehanna	2,782	Aug. 19	Aug. 27	1,138 48	16 50	1,154 98
SS. "Kilbergen"		Entry fee.		200 00		200 00
Dredge "Ottawa"		Sundries.			29 56	29 56
SS. Lucerne	3,217	Aug. 28	Sept. 27	3,388 44	36 50	3,424 94
SS. "John S. Thom"		Entry fee.		200 00		200 00
Strs. "Levis" and "Lanzon"		Entry fee.		400 00		400 00
Str. "Polaris"	533	Sept. 29	Oct. 23	250 00		250 00
SS. "Simcoe"	913	Sept. 29	Oct. 23	1,300 00	9 00	1,309 00
SS. Mahoning	2,189	Oct. 27	Nov. 7	1,150 24	64 00	1,214 24
SS. "Edmunton"	1,985	Nov. 3	Nov. 9	1,242 35	52 25	1,294 60
SS. "Saranac"	2,669	Nov. 9	Nov. 21	1,433 80	21 00	1,454 80
SS. "Druid"	503	Oct. 27	Nov. 7	700 00	16 00	716 00
SS. "Seneca"	2,669	Nov. 23	Dec. 5	1,433 80	10 50	1,444 30
SS. "Champlain"	522	Nov. 23	Dec. 5	750 00		750 00
SS. "Northern Light"	2,476	Dec. 5.	Dec. 6	499 52	213 00	712 52
SS. "German"	2,348	Dec. 12	Dec. 16	496 96	128 25	625 21
Dredge "Fruhling"		Entry fee.		200 00		200 00
Dredge "Ottawa"		Sundries.			31 89	31 89
	41,665			28,466 55	761 60	29,228 15

SESSIONAL PAPER No. 19

THE REPAIR SLIP AT SELKIRK, MAN.

No. 5.—STATEMENT of Dues and other charges collected during the year ended March 31, 1918.

Name of Vessel Docked.	Tonnage.	Period of Dockage.		Dockage Charges.	Other Charges.	Total.
		From	To			
		1917.	1917.	$ cts.	$ cts.	$ cts.
Str. "Amisk"	32	May 10..	May 11..	25 00		25 00
Str. "Grand Rapids"	438	May 1..	May 14..	118 26		118 26
Str. "Rocket"	56	May 19..	May 21..	25 00		25 00
Str. "Goldfield"	56	May 21..	May 23..	25 00		25 00
Str. "Laura"	30	May 21..	May 23..	25 00		25 00
Str. "Majestic"	127	May 23..	May 31..	78 74		78 74
Str. "Launa"	30	June 1..	June 2..	25 00		25 00
Bge. "Saskatchewan"	219	June 1..	June 4..	59 13		59 13
Str. "Lady of the Lake"	201	June 5..	June 16..	166 83		166 83
Launch "Victoria"		June 19..	June 21..	35 00		35 00
Str. "Wolverine"	278	June 29..	June 30..	55 60		55 60
Dredge 205	248	May 3..	May 4..	49 60		49 60
Two Mud Scows	160	May 3..	May 4..	32 00		32 00
Mud Scow for D. 204	60	May 7.	May 8..	25 00		25 00
Str. "Friday"	26	May 5..	May 7 .	25 00		25 00
Tug "Peguis"	26	May 8..	May 9..	25 00		25 00
Mud scow D. 202	60	May 9..	May 10..	25 00		25 00
Str. "Grand Rapids"	438	July 9..	July 9..	87 60		87 60
Str. "Lady of the Lake"	201	July 12..	July 12..	40 20		40 20
Str. "Friday"	26	June 28..	June 29..	35 00		35 00
Bge. Alexandra		Aug. 4..	Aug. 6..	25 00		25 00
Str. "Daisy"	58	Aug. 7..	Aug. 8..	25 00		25 00
Str. "Tempest"	75	Aug. 7..	Aug. 8..	25 00		25 00
Str. "Goldfield"	56	Aug. 9 .	Aug. 11..	40 00		40 00
Str. "Lady of the Lake"	201	Aug. 27..	Aug. 27..	40 20		40 20
Tug "Vaughan"	131	Aug. 29..	Aug. 29..	26 80		26 80
Mud scow D. 204	80	Aug. 30..	Aug. 30..	25 00		25 00
Bge. Fort Alexander	316	Sept. 10..	Sept. 11..	63 20		63 20
Str. "Cygnet"	18	Sept. 18..	Sept. 22..	55 00		55 00
Str. "J. R. Spears"	34	Sept. 22..	Sept. 24..	25 00		25 00
Str. "Garry"	120	Sept. 29..	Sept. 29..	25 00		25 00
Dredge 204	132	Sept. 25..	Sept. 29.	56 40		56 40
Str. "Phyllis Williams"	164	Oct. 12..	Oct. 17 .	62 80		62 80
Barge "Marvel"		Nov. 1..	Nov. 2..	25 00		25 00
Str. "Wolverine"	278	Nov. 5..	Nov. 6..	55 60		55 60
Mud scow D. 205	80	Oct. 4..	Oct. 5..	25 00		25 00
Mud scow D. 205	80	Oct. 5..	Oct. 10..	55 00		55 00
Mud scow D. 202	80	Oct. 20..	Oct. 20..	25 00		25 00
P.W.D. coal barge		Oct. 25..	Oct. 26..	25 00		25 00
Dredge No. 201	132	Nov. 7..	Nov. 7..	26 40		26 40
	4750			1,714 36		1,714 36

REPORT OF THE CHIEF ACCOUNTANT.

By A. G. KINGSTON, CHIEF ACCOUNTANT.

Amounts expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918.

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
Public Buildings	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia.									
Amherst post office, etc	30 00	890 91		638 89	488 70	1,108 07	32 00		3,188 57
Annapolis immigration office			180 00						180 00
" post office, etc		305 99		532 11	411 35	198 00	50 00		1,500 75
Antigonish post office, etc		1,028 89	7 26	619 91	544 88	177 85			2,348 82
Arichat post office, etc		317 33		190 00	358 00	69 16			931 49
Baddeck post office, etc		76 23		522 26	270 63	62 38			931 50
Bridgewater post office, etc		91 37		575 36	272 12	418 70	31 50		1,389 05
Canso post office, etc		151 13		591 81	517 15	268 46			1,531 55
Dartmouth post office (old)		525 53		505 73	202 50	115 87	12 67		1,362 30
" " (new)		568 14		611 70	17 25	467 69			1,667 78
Digby post office		548 78	2 00	605 37	415 88	389 26	64 00		2,055 29
" (Warne Bldg.) Fisheries Inspectors's office			188 00						188 00
Glace Bay post office	81 04	621 02		641 50	618 38	450 95	44 00		2,459 89
Guysborough post office		265 59		254 81	372 00	409 23			1,301 63
Halifax archives office		16 40	275 00	18 00		12 00			321 40
" custom house, etc	1,188 31	7,374 13	53 45	6,223 42	2,032 15	413 32	585 60	173 76	18,011 14
" "Dennis" building (Mil. and Def.)		7 80	9,409 90	55 00					9,472 70
" drill hall	30 00	471 88							501 88
" examining warehouse, etc		50 70	1,200 00	1,039 70	354 00	155 40	72 60		2,872 40
" immigration building		62 50		2,762 62	5,799 71	2,115 96	225 51		10,966 30
" " detention hospital							43 65		43 65
" Inland Revenue office		20 41	500 00			3 96	3 68		528 05
" McCurdy bldg. (Fisheries Inspector's office)			166 67						166 67
" Military huts (North common Barracks)	7 00								7 00
" post office, etc	1,030 71	1,600 22	3 75	7,111 20	1,160 00	2,916 19	614 11	701 82	15,138 30
" postal station (north end)	9 50	215 21	140 00						364 71
" Public Works office (clerk of works residence)		2 40	11 25						43 65
" quarantine station		90 11							90 11
" savings bank		10 61							10 61

Inverness post office		383 74		556 16	234 90	384 30	45 00		1,604 10
Kentville experimental farm	646 97					425 43			1,072 40
" post office, etc		56 18		572 26	800 61	174 33	50 00		1,653 38
Liverpool post office, etc		56 30		516 11	372 00	193 04	18 00		1,155 45
Lunenburg post office		56 00		667 91	406 22	617 56	59 00		1,806 69
Nappan Experimental farm	3,334 99				35 00	251 87			4,221 86
New Glasgow post office, etc		117 69		578 58	470 90	622 95	100 00		1,890 12
North Sydney immigration building		27 76			125 00	13 82			166 58
" post office		330 19	150 00	561 56	435 70	685 58			2,163 03
" D.P.W. (Dist. Engin. Office)			455 25			1 00	9 00		465 25
Parrsboro, post office		675 95	32 50	686 41	300 00	308 24	52 00		2,055 10
Pictou custom house, etc		644 71		306 50	413 37	16 21	75 00		1,485 79
Pictou post office		323 45		303 65	331 25	152 68	75 00		1,186 03
Shelburne post office, etc		117 30		602 11	457 00	308 13			1,484 54
Springhill post office, etc		123 25		579 22	378 50	247 00	30 00		1,357 97
Stellarton post office, etc	5,073 16	995 89	275 00						6,344 05
Sydney "Post" building (Marine and Fisheries)			540 00						540 00
Sydney post office, etc		757 94		802 95	479 58	691 56			2,732 03
Sydney Mines post office, etc		1,519 87		485 97	377 25	438 41	30 00		2,851 50
Trenton post office		381 23	616 13						997 36
Truro post office		746 61		524 63	690 00	496 77	32 00		2,490 01
Truro public building (new)	230 80								230 80
Westville post office		524 73		536 18	322 30	204 02	21 00		1,608 23
Weymouth post office			100 00						100 00
Windsor post office, etc		144 20		588 87	424 43	356 62	50 00		1,564 12
Wolfville post office		573 05		653 79	473 25	262 55	57 00		2,019 64
Yarmouth post office, etc		590 84		614 17	623 05	653 74	72 00		2,553 80
Minor offices throughout the province	400 00	1,367 82							1,767 82
Total, Nova Scotia	12,662 48	25,827 98	14,336 16	33,645 75	22,018 01	17,258 56	2,554 32	875 58	129,178 84
Prince Edward Island.									
Charlottetown experimental farm	281 86				427 61	102 65			812 12
" "Cameron Block" (Insp. of dredges)		11 93	65 63			3 15			80 71
" custom house, etc		428 82	70 00	921 42	857 03	226 63	34 00		2,537 90
" Canada food board			27 50						27 50
" immigration office			174 96			1 25			176 21
" post office, etc	3,471 45	982 27		2,774 51	1,678 97	1,752 87	225 00		10,885 07
" Public Works office (clerk of works res.)			24 00						24 00
Georgetown post office, etc		133 21		429 36	580 78	29 50			872 85
Montague post office, etc		161 27		266 96	14 09	93 28			535 51
Souris post office, etc		130 52		504 70	515 78	147 00			1,328 00
Summerside post office, etc		158 77		731 45	654 29	592 86	45 00		2,182 37
Tignish post office		960 20	1 00	755 01	722 28	127 86	8 75		2,575 10
Minor offices throughout the province		155 80	5 50						161 30
Total, Prince Edward Island	3,753 31	3,122 79	368 59	6,083 41	5,480 74	3,077 05	312 75		22,198 64

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
PUBLIC BUILDINGS—*Con.*									
New Brunswick.									
Bathurst post office, etc.		72 15		597 76	513 43	186 96	33 00		1,403 30
Campbellton post office, etc.		421 92		564 38	652 50	507 20	52 00		2,198 00
Campobello, fisheries office			30 00		17 82				47 82
Chatham post office, etc		125 52		361 19	599 67	339 56	23 00		1,451 91
Clair immigration office			130 00						130 00
Dalhousie post office, etc.		45 10		524 13	406 41	101 49	26 00		1,103 13
Edmundston immigration office			81 00						81 00
Fairville post office		82 00	40 00	581 62	370 17	108 23	16 20		1,201 22
Fredericton experimental farm	3,232 06								3,232 06
" post office, etc. (old)		729 62		580 52	1,048 18	210 49	81 00		2,649 81
" " (new)		717 51		867 76	1,160 50	1,025 40	40 99		3,812 16
Grand Falls post office		89 60		696 15	621 17	152 08	32 00		1,591 00
Hartland post office, etc.		53 43		537 42	481 75	139 15			1,211 75
Hillsborough post office, etc	17 10	30 75		515 26	116 75	120 97			830 83
McAdam Junction, immigration office		30 30							30 30
Marysville post office		107 75		181 34	22 80	41 20	30 00		383 09
Milltown post office, etc.		31 21		547 01	74 00	242 49	12 25		906 99
Moncton post office		358 48		662 69	726 25	514 87	134 00		2,396 27
Newcastle post office, etc.		339 08		687 16	729 50	650 95	35 00		2,441 69
Osseekeag (Hampton) post office		36 10	25 00	600 7	335 60	37 01			1,031 48
Richibucto post office		53 50		529 55	518 90	95 84			1,227 79
St. John custom house, etc		1,946 42	202 50	5,773 15	3,042 88	526 34	1,623 17	207 41	13,321 87
" immigration building		344 41			3,638 28	603 04			4,585 73
" Naval Transport (Wireless office)		48 54	11 68						90 22
" post office, etc. (old)		275 55	24 58	2,920 55	1,112 63	358 05	135 75		5,127 11
" " (new)	2,127 20	1,433 20	5 00	7,373 81	2,600 28	1,728 39	657 79	946 02	16,871 69
" quarantine station		83 76		720 00			2,846 10		3,649 86
" savings bank		422 97		91 50	815 45	241 83	61 50		1,636 25
" West post office		136 60		535 38	239 20	131 14	10 50		1,052 82
St. Stephen immigration office			159 00				9 59		159 59
" post office, etc		32 70		568 36	417 25	266 65	98 81		1,413 77
" Bridge post office, etc							11 60		11 60
Sussex post office, etc.		120 01		519 09	557 25	178 57	58 00		1,432 92
Tracadie Lazaretto		255 01		1,211 93	1,131 95	36 87			5,635 76

Woodstock post office, etc.		582 87		585 82	621 95	367 88	34 00		2,192 52
Minor offices throughout the province.		950 46				4 19			954 65
Total, New Brunswick	5,406 36	9,956 55	729 76	29,340 27	25,632 50	8,931 47	6,350 65	1,153 43	87,500 99
Quebec.									
Acton Vale post office		17 84		512 40	244 07	145 25	28 00		947 56
Arthabaska post office		109 45		585 46	398 13	173 12	100 00		1,366 16
Armstrong, customs and immigration office		17 40			47 50				64 90
Asbestos post office			200 00						200 00
Aylmer post office		49 73		139 69	382 50	214 22	62 25		848 39
Beauharnois post office		214 79	295 42	3 95	142 59	56 31			713 06
Berthierville post office		24 43		107 45	184 25	49 63			365 76
Black Lake post office			150 00						150 00
Brownsburg post office			99 96						99 96
Buckingham post office		74 36		218 32	312 33	75 65	37 20		717 86
Cacouna post office			50 00						50 00
Cap Rouge experimental farm	5,780 82				669 05				6,449 87
Chicoutimi post office, etc.		166 77	105 00	685 29	481 34	711 07	300 00		2,452 47
Coaticook post office, etc.		207 43		559 96	411 88	272 37	25 00		1,476 64
Compton post office		5 25	110 00						115 25
Cookshire post office		19 09		524 71	252 25	130 12	20 00		946 17
Drummondville post office, etc		461 10		718 71	270 40	146 69	75 00		1,671 90
Dundee custom house		197 33		20 79	177 60	63 00			458 72
East Angus post office		276 23		619 66	351 23	299 20			1,546 32
Farnham experimental farm	1,046 95								1,046 95
" post office	196 36	56 39		315 91	66 00	67 95	20 00		722 61
Fraserville post office, etc.		234 85		539 58	392 66	141 18	200 00		1,508 27
Granby post office		519 75		536 27	377 25	200 22	150 00		1,783 49
Grand Mere public building	28 20								28 20
Grosse Isle quarantine station, improvements and repairs	149 17	14,975 71							15,124 88
Grosse Isle quarantine station, new buildings	5,351 75								5,354 75
Hull post office		1,308 46		156 00	395 00	176 72	357 16		2,393 64
Huntingdon post office			675 00						675 00
Iberville post office		11 50		505 67	109 98	28 52	38 00		693 67
Joliette post office, etc.	500 03	899 93		728 72	548 16	252 06	110 00		3,038 87
Joliette, weights and measures office, temporary			212 67						212 67
Jonquieres post office		51 55		532 70	320 00	100 07	21 12		1,025 44
Knowlton post office, etc.		388 26		196 36	399 76	102 24	21 00		1,107 62
Lachine post office		22 38		104 36	251 00	161 85	52 06		591 65
Lachute post office	60 00	104 23		557 60	239 00	447 96	37 50		1,446 29
Lacolle immigration office		34 00	96 00		36 60	12 00			178 60
Laprairie post office		65 70		183 88	249 84	61 81	45 00		606 23
L'Assomption post office		45 24		325 40	226 57	113 01	65 00		785 22
Lennoxville experimental farm	6,010 90			17 25	474 42	76 85			6,579 42
Lévis post office	30 90	112 80		843 91	816 45	221 05	138 50		2,163 64
Longueuil post office		49 55		501 08	206 67	69 20	61 40		887 90

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Continued.									
Louiseville post office	770 91	102 85		608 91	352 35	185 85	20 00		2,040 93
Magog post office, etc		310 92		563 07	402 42	245 57	78 56		1,600 54
Mansonville immigration office		25 00							25 00
Marieville post office		122 38		549 50	351 90	122 49	28 00		1,174 27
Matane post office		81 01		629 31	531 00	45 35	60 00		1,346 70
Megantic post office		15 03		637 01	271 20	344 70	10 50		1,281 47
Montmagny post office, etc		50 33	89 00	526 16	675 55	198 50	50 00	20 40	1,609 94
" public works storage			25 00						25 00
Montreal custom house, etc	2,575 12	634 81	42 75	158 77	1,984 69	323 38	426 80		6,146 32
" " (canal office)					29 16	25 58	11 61		66 38
" "Drummond Bldg." (Canada Food Board)		149 17	210 00						359 17
" examining warehouse (old)		1,737 05	26 25	203 40	5,858 57	2,920 43	1,258 74	690 62	12,695 06
" " " (new)	6,920 42		8 75	1,559 47	10,220 46	2,060 11	2,328 00	3,546 62	26,643 83
" forest products laboratory		70 41			553 21	621 20	372 83	1,820 82	3,438 47
" immigration building	3,919 23				2,674 14	67 62	1,568 78	191 24	8,421 01
" inland revenue building		436 55		376 10	722 55	118 52	97 00		1,750 72
" ordnance stores		329 17	250 00						579 17
" post office, etc	14,405 68		305 92	2,171 69	7,877 20	10,290 95	3,076 70	5,653 38	43,781 52
" " annex (old "Herald Bldg.")		213 50	8,092 00	10 50	741 16	130 75	232 80	434 00	9,854 71
" postal station "A", etc	10,616 53	722 91	8 28	54 26	979 81	269 39	205 70	447 95	13,304 83
" " "B"	74 79	223 57		742 88	552 76	544 40	388 00		2,526 40
" " "C"		954 17	72 73	168 10	803 93	510 91	726 82		3,236 66
" " "D"	30 93	68 06		801 65	552 86	172 98	116 40		1,742 88
" " "E"		200 02		625 65	372 05	289 05	80 12		1,566 89
" " "F"		182 78	17 36	64 00	911 34	239 96	130 80		1,546 21
" " "G"	8 32								8 32
" " "H", etc	206 24	1,031 08	134 50	197 03	2,930 69	634 07	1,303 05	2,958 62	9,395 28
" " "L"	1,466 98	115 24	8 75	40 10	595 35	344 50	174 30		2,745 22
" " "M"		78 31	575 00	25 35	136 80	64 43	16 00		895 89
" " "N"		275 22	1,275 80	4 20	48	62 89			1,618 59
" " "N" new		276 20	5,111 10			45 00			5,432 30
" " "O"		21 60		607 20	425 72	144 88	68 00		1,267 40
" " "S"	100 85	134 42		4 20	356 89	78 68	50 44		725 48
" " Hochelaga		18 92		304 70	275 12	96 83	93 12		818 69

" " Mount Royal East	2,135 84	354 81	910 00	4 40	71	55 59	38 80		3,500 15
" " Ste. Cunégonde			1,750 00						1,750 00
" " St. Henri		251 57		26 20	313 26	177 73	83 30		852 06
" Windsor station mail room		11 25	213 00						224 25
" "Shaughnessey building" (Marine, etc.)		127 18	12,014 40			76 40	263 84		12,481 82
" generally		676 58		†135,855 95	117 96	2,953 78			139,604 27
Mont Joli post office		11 35	240 00	6 65	79 90	25 51			363 41
Murray Bay post office, etc	14 90	283 50		624 41	685 17	270 99	15 86		1,891 83
Nicolet post office, etc		360 85		533 11	288 93	135 69	70 80		1,389 38
Nomininguc immigration building		58 67	1 00	300 00	117 00	15 00			491 67
Peribonka immigration building		13 65		199 92	90 00	5 15			308 72
Pierreville post office		189 60		177 52	171 33	47 11			585 56
Plessisville post office		7 85		146 59	167 25	280 20	42 95		638 84
Quebec archives office			393 00	390 00	23 00	6 30			812 30
" citadel (Gov. Gen'l's quarters)		2,764 80	34 00	681 35	1,050 17	331 00			4,861 32
" custom house, etc		1,798 72	98 25	4,164 19	2,660 76	748 05	800 00	700 00	10,969 97
" drill hall	15 85								15 85
" examining warehouse		249 32		3,400 24	1,645 62	216 85	450 00	900 00	6,862 03
" immigration office (101, St. Jean)			495 83						495 83
" immigration buildings (Louise embankment)		497 24			423 20	1,047 69		1,376 25	3,344 38
" immigration detention hospital (Savard Park)		131 50			1,123 31	217 18			1,471 99
" immigration detention hospital (Medical supdt's res.)			600 00						600 00
" marine agency (King's wharf)		5 75			693 79		750 00		1,449 54
" observatory		190 63				48 49	50 00		289 12
" post office, etc. (Upper town)	63,488 58	948 96	268 11	12,022 82	5,152 46	780 96	810 00	775 00	84,246 89
" postal station "B"		54 48	3,000 00			72 71			3,127 19
" Candiac post office			95 83						95 83
" Faubourg St. Jean post office		49 80	875 00	7 50					932 30
" St. Roch post office		63 52	27 00	1,055 74	538 15	265 60	400 00	50 00	2,400 01
Quebec—St. Sauveur post office		434 26		473 53	334 96	165 59	193 75		1,602 09
Quebec post office case examiner's office			240 00						240 00
Quebec seeds office			250 00						250 00
Quebec war tax office		13 25	320 83	54 00		6 77			394 85
" weights and measures office					171 08	5 62			176 70
" generally		103 02		5,488 13		357 25			5,948 40
Richmond post office, &c		292 55		590 10	496 31	318 94	25 00		1,722 90
Rigaud post office, &c		82 50		330 05	332 02	180 48			925 05
Rimouski post office, &c		28 33		371 10	591 26	108 30	300 00		1,398 99
Roberval immigration building		11 30	25 00	199 92	240 00	17 50	18 75		512 47
" post office, &c	2,870 08	81 86		579 12	452 50	388 50	12 50		4,384 56
Rock Island post office, &c		30 64		575 01	86 20	223 44	28 51		943 80
Ste. Agathe des Monts, post office		202 39		545 66	355 30	311 76			1,418 11
Ste. Anne de Bellevue, post office			250 00			21 00	26 60		297 60

† This sum indicates the total wages of caretakers, firemen, elevator men and cleaners for all buildings in Montreal. Owing to system of organization of these staffs, it has not been practicable to assign proper share to each building.

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918.—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Continued.									
Ste. Anne de la Pocatière, experimental farm	4,531 49				235 60	49 41			4,815 50
St. Eustache, post office		65 90	300 00			41 99	22 50		433 39
St. Felix de Valois, post office			158 75						158 75
St. Gabriel de Brandon, post office		83 57		556 13	518 34	116 44			1,274 48
St. George de Beauce, post office			150 00						150 00
St. Hyacinthe, inland revenue building		37 60		548 91	267 21	20 32			874 07
" post office, &c.		148 29		718 88	365 42	179 16			1,411 75
St. Jean, custom house		258 31		392 77	180 00	69 75	55 00		955 86
" post office		193 95		311 50	466 54	194 94	33 34		1,200 27
St. Jean de Matha, post office			25 00						25 00
St. Jerome, post office, &c.		58 90		528 45	420 07	91 35	59 96		1,158 73
St. Joseph de Beauce, post office		169 60	200 00			19 41	9 00		398 01
St Lambert, post office		81 46		536 71	310 15	101 86	26 52		1,056 73
St. Ours, post office	61 09								61 09
Ste. Rose, post office			135 00						135 00
Ste. Therese, post office, &c.		107 87		627 48	414 00	212 12			1,361 47
St. Tite, post office, &c	926 61	73 29	200 00		110 25	23 31			1,333 46
Sayabec Station, post office			130 21						130 21
Shawinigan Falls, post office		105 90		555 26	652 50	139 45	22 92		1,476 03
Shawville, post office		27 68		499 96	351 08	309 85			1,188 57
Sherbrooke, post office, &c		503 35	67 00	1,021 09	952 84	492 27	51 98		3,091 53
" post office inspector's office		119 86	996 00			18 36			1,134 22
" engineer's office (D.P.W.)			1,400 00						1,400 00
Sorel, post office, &c.		372 00	66 50	701 12	753 88	433 72	250 00		2,580 22
Spirit Lake, Pontiac Co., post office					360 77				360 77
Stanstead Plain, post office		130 73	75 28			6 44			212 45
Terrebonne, post office, &c.		264 10		342 54	271 72	105 36	17 00		1,000 72
Thetford Mines, post office, &c		263 32		208 87	417 92	297 15	45 00		1,262 26
Trois Pistoles, post office			125 00						125 00
Trois-Rivières, post office, &c.,—temporary		253 75		1,092 18	934 08	301 81	50 37		2,635 19
" " —new	97,626 26								97,626 26
" pay-master's office			240 00						240 00
" post office inspector's office		8 10	120 00	130 00		15 54			573 64
Valleyfield, post office, &c.		1,305 83		790 76	731 05	195 30	90 00		3,112 94
Verdun, post office		86 50	355 00						441 50

Victoriaville, post office, &c	....	130 99	. . ..	336 93	476 09	149 47	112 50	.....	1,205 98
Minor offices throughout the province	.....	8,658 42	.....	.....	57 75	78 15	....	... .	8,794 32
Total, Quebec	231,927 78	53,223 19	45,392 23	201,087 16	79,258 73	39,323 35	20,164 34	19,564 90	689,941 68

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Sundry Maintenance.	Rents.	Salaries and Supplies.	Heating.	Lighting.	Power.	Total.
OTTAWA BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Departmental buildings—									
† "Connaught building" (formerly Custom House)	24,991 95								24,991 95
Eastern block, new fire proof roof	3,643 01								3,643 01
Parliament buildings, restoration	1,197,278 91								1,497,278 91
Parliament and departmental bldgs generally—									
(Library of Parliament, East, West, Langevin and Connaught blocks)					51,523 40	44,496 58	16,991 67		113,011 65
Fire escapes	3,555 00								3,555 00
Grounds, including Major's Hill Park			13,415 42		840 00	1,395 00	396 19		16,046 61
Macerating plant, Currency Br. Dept. Finance	8,171 35								8,171 35
Power for elevators								28,742 25	28,742 25
Re-wiring of buildings	20,014 16								20,014 16
Repairs and furniture		462,371 72							462,371 72
Steel Fittings	101,035 61								101,035 61
Telephone service			54,000 58						54,000 58
Sites for new departmental buildings—									
Acquirement of properties, Wellington street west	6,157 30								6,157 30
Maintance of acquired properties—									
Sussex street		711 36			840 00	664 62	46 06		2,262 04
Wellington street east					420 00	933 01	237 22		1,590 23
" " west		11,570 32			5,699 44	16,648 73	2,835 87		36,752 36
Archives building					1,740 00	1,339 11	201 61		3,280 72
Astronomical observatory			3,742 23			967 71	772 20		5,482 14
Biological laboratory						755 16	165 87		921 03
Experimental Farm	34,480 57					6,967 36	733 69		42,181 62
Fisheries museum						463 75	164 99		628 74
Fuel testing building						4,448,62	651 53		5,100 15
Geodetic building						721 79	17 94		739 73
Mines building (Sussex street)					3,300 00	3,339 40	1,944 38		8,583 78
National art gallery	9,749 05		8,122 10						17,871 15

Amounts expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of work.	Construction and Improvements.	Repairs and Furniture.	Sundry Maintenance.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Power.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
OTTAWA BUILDINGS—*Con.*									
Pavements—									
Sussex street	20,985 50								20,985 50
Wellington street	22,012 95								22,012 95
Post office					6,920 00	2,900 70	1,442 26		11,262 96
Printing bureau						15,979 05	5,348 43		21,327 48
Freight elevators	4,014 48								4,014 48
Public Works (Work-shop)					1,920 00	2,484 49	550 30		4,954 79
Rideau Hall	2,464 56	47,499 87							49,964 43
Grounds, 5,377 64									
Snow, 2,454 92									
Fuel and light, 17,006 00									
Watchman, 782 50			25,615 06						25,615 06
Royal mint	1,019 32				840 00	5,971 79	182 50		8,013 61
Supreme court					1,420 00	1,967 91	198 75		3,586 66
Victoria island shipyard					420 00		227 22		647 22
Victoria memorial museum					13,373 50	13,493 00	4,690 54		31,557 04
Sundry rented buildings				527,150 14	36,909 91	25,058 31	20,426 04		609,544 43
Total, Ottawa buildings	1,759,573 72	522,153 27	101,895 39	527,150 14	126,166 28	150,996 09	58,223 26	28,742 25	3,277,900 40

† Salaries, heating, lighting, included in Parliament and Departmental buildings.

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS.—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario.									
Acton post office, etc.		146 64		579 95	148 25	91 84			966 68
Alexandria post office, etc.		28 02		516 92	311 70	222 30	7 50		1,086 44
Almonte post office, etc.		226 74		641 90	107 82	247 66	93 75		1,317 87
Amherstburg post office, etc.		48 19		520 26	269 25	93 94	35 00		966 64
Arnprior post office, etc.		763 57		579 51	424 25	594 30	32 00		2,393 63
Athens post office, etc		318 80		75 79	352 20	105 65			852 44
Aurora post office, etc.		102 09		586 56	369 09	32 62	16 00		1,106 36
Aylmer post office, etc.		419 52		676 38	180 30	226 84	23 90		1,526 94
Barrie post office, etc.		188 76		639 17	509 33	296 36	50 00		1,683 62
Belleville post office, etc.		308 45		692 09	1,001 28	744 92	83 25		2,829 99
Blenheim post office, etc.			266 67						266 67
Bowmanville post office, etc.	61 60	47 70		571 32	237 60	145 40	39 82		1,106 44
Bracebridge post office, etc		25 25		621 71	250 04	97 52	6 98		1,001 50
Brampton post office, etc.		38 06		558 87	366 00	123 35	48 26		1,074 54
Brantford post office, etc.		989 56		6,377 40	1,557 74	434 82	86 85	361 14	9,807 51
Bridgeburg immigration office		48 69							48 69
" post office, etc		275 83		382 72	238 00	163 15	20 00		1,079 70
Brighton post office			100 00						100 00
Brockville post office, etc.		518 10		921 35	585 18	960 07	157 25		3,141 95
Burford post office, etc.		83		523 81		69 40			594 04
Cardinal post office.	3,959 70	253 74	209 25	30 74	152 23	77 37	15 00		4,698 03
Carleton Place post office, etc.		106 54		607 96	302 85	189 50	31 52		1,238 37
Cayuga post office	2,304 15	18 52		326 75	68 73	74 02	9 00		2,801 17
Chatham post office, etc.	1,343 60	38 95		670 13	239 71	241 97	20 33		2,554 69
Chesley post office, etc.		9 65		613 03	340 05	179 30	25 00		1,167 03
Clinton post office, etc		96 02		295 57	284 32	130 96	8 94		815 81
Cobalt post office.			1,999 99						1,999 99
Cobourg post office, etc.		100 18		644 05	360 75	254 41	50 75		1,410 14
Collingwood post office, etc.		171 35		1,211 87	1,084 50	367 37	97 90		2,932 99
Cornwall post office, etc.		104 00		916 74	270 45	285 65	75 00		1,651 84
Deseronto post office, etc.		21 98		602 49	465 00	344 50	39 00		1,412 97
Dresden post office.		13 73		601 90	298 65	170 15	40 15		1,124 58
Dundas post office.		59 50		644 13	470 32	204 74	29 46		1,408 15
Dunnville post office	42 89								42 89
Durham post office.	3 50								3 50
Eganville post office, etc.		182 46		624 37	113 75	196 48	34 00		1,151 06

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Con.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Continued.									
Elmira post office, etc	2,048 00	59 70		631 35	306 25	52 30	11 29		3,081 89
Elora post office		21 60		514 58	222 60	116 47		6 00	881 25
Essex post office		396 65		571 12	294 00	184 94	37 50		1,484 21
Exeter post office, etc	3 00								3 00
Fergus post office		45 96		581 61	21 50	128 32	25 00		802 39
Fort William Dist. Engineer's office		34 50	1,062 26						1,096 76
" examining warehouse, etc		282 23		3,253 54	1,863 08	174 35	202 50	214 55	5,990 25
" post office		153 15		737 41	766 25	268 67	90 00		2,015 48
Galt drill hall, grading	350 54								350 54
" post office, etc		261 70		628 55	266 58	152 86	48 59		1,358 28
Gananoque custom house		300 12			263 25	46 18	20 15		629 70
" post office		303 86		619 16	409 50	130 61	42 62		1,505 75
Glencoe post office, etc		26 88		514 66	292 05	257 20			1,090 79
Goderich post office, etc		237 90		576 04	14 50	187 98			1,016 42
Grimsby post office, etc		21 15		583 67	221 00	104 93	22 01		952 76
Guelph post office, etc		227 21		720 64	143 82	279 02	68 44		1,439 13
Hamilton post office, etc	4,721 32	2,334 77	32 50	9,776 27	2,070 53	1,008 76	1,405 75	70 82	21,420 72
" postal station "B"	7 85	199 07	1,200 00			23 21	10 55		1,440 68
Hanover post office, etc		99 23		610 22	133 58	139 35			982 38
Harriston post office, etc		144 73		597 70	73 35	229 39	19 00		1,064 17
Harrow, tobacco curing station		62 49							62 49
Hawkesbury post office, etc		266 72		539 68	178 90	202 10	23 75		1,211 15
Hespeler post office	5 91								5 91
Ingersoll post office, etc	223 72	184 10		711 49	546 17	244 34	18 91		1,959 03
Kapuskasing (Algoma) experimental farm		30 86			557 78				588 64
Kemptville post office, etc	537 35	113 87		165 97	244 84	179 88			1,241 91
Kenora post office, etc		1,332 02		677 04	736 20	644 79	70 77		3,460 82
Kincardine post office		44 70		270 79	437 08	262 00	20 00		1,034 57
Kingston (Bank of Toronto) (Militia & Defence)			60 00						60 00
" custom house		221 75		882 63	429 00	136 63	113 56		1,783 57
" immigration office			130 00		39 50	6 13			225 63
" inland revenue office, etc		422 14	2,249 10	839 75	487 75	210 81	35 10		4,244 65
" ordnance stores			1,000 00						1,000 00

Kingston post office		764 91		775 39	945 21	705 29	114 51	3,305 31
" R. M. C. enlargement of educational block	2,686 26							2,686 26
Kingsville post office	4 42							4 42
Kitchener examining warehouse		87 46	1,219 52		17 50	13 80	1 13	1,339 41
" G. T. Ry. station mail room			50 00					50 00
" post office, etc		474 44		621 11	408 51	196 37	32 24	1,732 67
Lakefield post office		41 96		646 54	176 75	311 65		1,176 90
Lansdowne post office			25 00		44 67			69 67
Leamington post office, etc		2 70		524 91	343 00	157 50	24 00	1,052 11
Lindsay post office, etc		33 65		706 90	532 10	302 80	26 10	1,601 55
Listowel post office, etc		100 16		578 91	362 85	156 02	17 59	1,215 47
London custom house, etc	838 82	304 70		1,847 68	2,075 24	397 69	103 70	5,567 83
" immigration office		4 60						4 60
" post office, etc	1,423 41	176 65		2,834 01	3,043 30	728 54	138 59	8,344 50
" war tax office		1 00	191 42	41 40		11 66		245 48
L'Orignal post office			125 00					125 00
Markham post office				650 00	134 66	51 50		836 16
Merrickville post office			200 00					200 00
Midland post office, etc		290 38		626 83	35 02	238 50	23 45	1,214 18
Mildmay post office, etc		4 75		69 95	51 99			126 69
Milton post office		7 40		646 74	228 93	100 92	15 67	999 66
Milverton post office, etc	1,113 00	101 95		758 51	255 00	187 45		2,415 91
Mitchell post office		69 38		604 65	2 25	66 35	82 00	824 63
Mount Forest post office		257 30		501 25	382 64	184 57	12 75	1,338 51
Napanee drill hall	841 19							841 19
" post office, etc		89 80		678 13	401 14	198 98	72 41	1,440 46
Newmarket post office, etc		7 66		986 75	238 35	74 10	10 62	1,317 48
Niagara Falls post office, etc		165 14		740 89	556 68	156 65	54 97	1,614 33
North Bay post office, etc		1,404 38	14 00	943 85	793 32	271 17	36 00	3,462 72
Norwich post office, etc		30		674 03	390 33	135 28	25 00	1,224 94
Orangeville post office, etc		38 95		668 60	184 37	76 35	18 00	986 27
Orillia post office, etc		629 66		717 32	759 12	295 67	23 40	12 15 2,437 32
Oshawa post office, etc		214 10		786 58	408 59	137 81	37 16	1,584 24
Owen Sound post office, etc		290 11		705 77	890 03	196 46	50 00	2,132 37
Palmerston post office, etc	8,983 55	36 75		648 63	389 16	175 64		10,233 73
Paris post office		39 75		647 08	351 25	98 32	45 60	1,182 00
Parkhill post office, etc		265 72		242 08	313 35	73 72		891 87
Pembroke post office, etc		338 06		640 48	756 23	344 07	40 00	2,118 84
Perth post office	97 94							97 94
Peterboro custom house		23 73		489 28	373 64	97 53	50 00	1,034 18
" post office, etc		255 11		948 15	691 19	294 63	75 00	2,264 08
" weights and measures office			212 50					212 50
Petrolia post office, etc		10 63		522 40	245 40	147 81	47 76	974 00
Picton post office, etc		190 23		540 77	366 00	222 55	21 25	1,340 80
Port Arthur examining warehouse, etc		87 25		5,572 31	2,329 22	344 33	100 15	737 68 9,170 94
" immigration building		10 00					2 30	12 30
" post office, etc		86 41		629 34	867 24	308 88	119 79	2,011 66
Port Colborne post office		6 50		549 07	71 80	168 52	20 00	815 89
Port Hope post office, etc		130 05		654 00	406 50	417 75	11 43	1,619 73

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Concluded.									
Port Perry post office		19 40		659 39	276 26	183 44	44 01		1,182 53
Prescott custom house	1,387 60	42 76		137 58	230 25	25 78	60 00		1,883 91
" post office	1,382 81	37 30		904 26	320 25	149 81	60 00		2,854 43
Preston post office, etc.	381 82	14 11		708 79	445 41	161 43	80 92		1,792 51
Renfrew post office, etc.		123 45		626 14	527 69	363 03	27 00		1,668 21
Ridgetown post office			300 00						300 00
St. Catharines post office, etc.	778 26	252 15		703 30	1,054 37	219 53	126 30		3,133 91
St. Mary's post office, etc		192 15		513 66	122 40	142 73	28 67		1,329 61
St. Thomas post office		433 61		491 20	478 50	205 16	18 34		1,627 11
Sandwich post office, etc		57 09		446 95	422 35	96 01			1,022 43
Sarnia immigration building		48 38							48 38
" post office, etc.		387 08		831 05	501 89	233 30	67 44		2,020 76
Sault Ste. Marie immigration building		50 16							50 16
" post office, etc		355 73	115 00	2,596 87	942 38	596 22	115 09	415 51	5,166 80
Seaforth post office		70 51		669 41	434 46	125 75	14 00		1,311 13
Shelburne post office, etc.	192 26	287 92		608 82	307 08	125 82	10 78		1,532 68
Simcoe post office, etc.		38 49		558 35	150 18	306 14	20 00		1,073 16
Smith's Falls armoury	328 40								328 40
" post office, etc.		4 39		730 22	626 25	423 59	88 00		1,872 45
Steelton post office		38 97		569 40	432 36	116 57	27 00		1,181 30
Stratford post office, etc.		144 77		761 20	867 33	308 64	59 80		2,141 74
Strathroy post office, etc.		156 80		620 39	265 25	94 59	22 50		1,159 53
Sturgeon Falls post office			650 00						650 00
Sudbury post office, etc		261 21		804 44	1,635 39	597 30	83 76		3,382 10
Sydenham post office	12 00								12 00
Tilbury post office		70		618 29	241 40	162 69	28 00		1,054 08
Tillsonburg post office, etc		25 26		650 74	183 50	116 71	29 77		1,036 01
Toronto custom house		753 82		6,960 35	1,914 08	531 90	58 24	131 03	10,382 42
" customs building (new)	2,062 72								2,062 72
" customs express office		229 83		1,007 99	834 35	893 88	145 21	80 00	3,191 26
" examining warehouse	334 50	642 17		11,293 36	4,247 53	440 53	109 30	176 26	17,243 65
" "Excelsior Life Building." (Canada food board)	371 85		380 00						751 85
" immigration building, Simcoe st.			499 99						499 99
" " office, Union station		260 01							260 01

" " " 32-34 Adelaide st		19 98							19 98
" inland revenue building		157 56		1,148 03	691 96	210 58	11 08	14 30	2,233 51
" post office, etc. (and additions)	9,206 71		186 47	25,389 86	8,713 50	4,938 13	479 72	434 98	49,349 37
" " repairs to buildings on site purchased for addition but still occupied by private tenants		2,904 48							2,904 48
" postal station "A", old G.T.R. station		591 09	1,800 00	2,751 81	48 48	381 88		280 05	5,853 34
" " " "A", new G.T.R. station	212,145 41								212,145 41
" " " "A",—temporary		341 04		902 76	1,151 04	646 19			3,041 03
" " " "B"		169 75	640 76	12 84	5 00	59 64	3 25		891 24
" " " "C"		195 29		785 08	462 19	258 07	31 07		1,734 70
" " " "D"		144 99		786 03	464 67	226 40	7 03		1,629 12
" " " "E"	15 58	29 61	1,440 00	47 35	21 84	195 35	9 57		1,759 30
" " " "F", etc		224 80	52 00	1,263 86	757 91	194 21	19 09		2,511 87
" " " "G"		161 37		1,863 00	746 11	256 29	61 61		3,088 38
" " " "H"		2 00	900 00	14 35	2 48	53 32			972 15
" " " "K"		25 97		729 95	532 06	56 14	17 10		1,361 22
" post office garage, Richmond st		441 25		970 54	1,017 84	264 34	78 78	273 25	3,046 00
" generally				8,567 92					8,567 92
Trenton post office, etc	5,043 71	922 84		622 53	370 68	176 47	73 75		7,209 98
Uxbridge post office, etc		3 25		684 14	369 71	147 20			1,204 30
Vineland (Lincoln Co.) Entomology station	69 84								69 84
Walkerton post office, etc		28 00		545 49	351 00	200 00			1,124 49
Walkerville post office, etc		547 95		1,074 11	65 95	208 60	35 00		1,931 61
Waterloo post office, etc		138 11		659 99	590 32	166 18	33 38		1,587 98
Welland post office, etc		562 59		646 86	457 51	103 28	30 00		1,800 24
West Lorne post office	3 12								3 12
Whitby post office, etc	2,165 38	29 75		587 10	181 60	86 01	38 00		3,087 84
Wiarton post office	20 00								20 00
Windsor Dist. Engineer's office		70 25	1,269 00	120 00		10 72	2 70		1,472 67
" immigration building		164 54	600 00						764 54
" post office	1,882 50	1,067 73		1,475 92	419 82	427 67	121 28		5,394 92
Wingham post office		51 74		325 18	51 50	249 41	29 56		710 39
Woodstock post office, etc		859 13		1,064 17	472 86	173 70	39 20		2,609 06
Minor offices throughout the Province	10,507 67	72 23		4 00		262 34			10,846 24
Total, Ontario (excluding Ottawa)	279,866 86	35,342 58	19,230 43	167,197 68	78,821 17	37,388 54	7,363 00	3,240 72	628,450 98
Manitoba.									
Brandon examining warehouse		68 25	1,897 50		142 24	10 00	47 09		2,165 08
" experimental farm	47,174 12				919 98	117 31			48,211 41
" immigration building		142 04			310 05	27 94	20 25		500 28
" post office, etc		234 10		1,199 45	1,194 45	979 88	113 19		3,721 07
Carman post office		48 74		684 25	401 59	116 79			1,254 37
Dauphin post office, etc		55 95		708 25	645 55	384 29	54 57		1,848 61
Deloraine immigration building			300 00		338 85				638 85
Duck Mountain (Marquette) forestry office		51 03							51 03
Emerson immigration building		63 25	25 00		30 07				118 32

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Manitoba—Concluded.									
Emerson post office, etc		20 78		686 22	557 55	91 50			1,356 05
Le Pas lands office			700 00						700 00
" post office		10 00	600 00		101 50				711 50
Melita post office		75	163 00						163 75
Minnedosa post office, etc		69 88		881 61	1,031 53	301 20			2,284 25
Morden experimental farm	975 40								975 40
" post office		197 45		887 71	558 50	150 08			1,793 74
Neepawa post office, etc		16 16		958 30	539 70	95 05	26 96		1,636 17
Portage la Prairie examining warehouse		1 90	384 31	15 00		55 60	19 00		505 81
" armoury, etc		19 70		631 07	741 58	49 84	50 25		1,495 44
" post office		155 05		906 10	775 46	460 82	25 25		2,322 68
Rest m post office			70 00						70 00
Roblin forestry office			247 50						247 50
Selkirk post office		522 36		861 92	564 98	61 07	17 91		2,028 24
Shoal Lake post office			180 00						180 00
Souris post office, etc		264 60		793 05	641 07	132 92	73 70		1,905 34
St. Boniface post office		928 85		806 50	828 10	71 66	30 65		2,665 76
Stonewall post office		18 85		531 75	272 38	15 92			871 90
Transcona post office			650 00						650 00
Virden immigration building			250 00		53 15				303 15
" post office, etc		17 05		827 55	662 12	18 15			1,554 87
Winnipeg "Boyd Bldg." (archives, Ry. Com'n., etc.)		8 00	2,170 00			25 84			2,203 84
Winnipeg "Chamber of Commerce bldg." (Int. Dept. etc.)		119 75	5,235 00			61 69			5,416 44
Winnipeg custom house, etc. (old post office)		1,844 32		7,811 90	1,823 46	712 31	171 77	130 61	12,524 37
" drill hall	82 74								82 74
" examining warehouse		1,372 62		8,473 36	7,004 02	255 28	447 03	150 57	17,702 88
" grain warehouse		30			58 50				58 80
" immigration building (new)	13 25								13 25
" immigration buildings	2,683 12	1,933 60	37 51	265 00	7,510 85	1,201 99	1,003 78	253 82	14,919 07
" "Notre Dame Investment Bldg. (D.P.W.)	548 55	16 06	1,873 30			11 88			2,449 79
" post office, etc	1,846 89	3,926 50	189 00	11,624 49	7,328 39	3,443 89	908 42	575 47	32,813 05
" postal station "A"	510 70	60 18	1,745 73	19 97		10 20			2,376 78

" " " "A" (new)	14,214 59			181 00				19 70	14,415 29
" " " "B"		555 50		2,402 25	1,510 47	158 01	104 17	27 51	4,757 94
" " " "C"		7 28	1,500 00	365 10	5 51	79 67			1,957 56
" " " "D" 62 St. James St			1,724 73	2 12					1,726 85
" " " "D"		32 55		355 32	527 43	67 06	26 51		808 87
" "Scott Bldg." (Canada Food Board)	932 10		305 00			9 45			1,246 55
" Union station mail room		57 20	2,416 00						2,473 20
" "Union Bank Bldg." (War tax office)			675 00			3 25			678 25
" Generally				6,269 60		740 53			7,010 13
Minor offices throughout the Province		1,252 46							1,252 46
Total, Manitoba	69,011 46	14,122 46	23,338 61	52,214 87	36,912 03	9,951 10	3,146 50	1,157 68	209,848 71
Saskatchewan.									
Battleford immigration building						12 00			12 00
" post office, etc		1,888 05		798 40	873 76	531 76	74 91		4,169 88
Big River forestry office			70 00						70 00
Biggar immigration building		27 39							27 39
Estevan post office, etc	46 83	36 15		605 20	232 23	220 73	32 08		1,173 22
Gravelbourg immigration building		1 30	1 00		280 50				282 80
" post office, etc		26 30		137 95	222 95	42 50	6 00		435 70
Hudson Bay junction, forestry office		53 47	144 00						197 47
Humboldt post office, etc		330 30		844 65	774 75	251 93	48 26		2,249 89
Indian Head experimental farm	3,830 38				776 28	325 90	256 51		5,189 07
" Fisheries Inspector's office			156 00						156 06
" forest nursery station		354 54			1,151 88	6 29	121 41		1,634 12
" forestry office			516 00			15 06			531 06
Kerrobert immigration building		11 00	1 00		190 00				202 00
Lloydminster immigration building					190 85	20 05			210 90
" post office, etc	4 10	2,475 74		823 40	296 25	481 02			4,080 51
Maple Creek forestry office			240 00						240 00
" lands office, etc		174 85	1,100 00		492 29	14 45	7 50		1,789 09
" post office, etc		275 03		273 28	445 84	201 85			1,196 00
Melfort post office, etc		806 20		806 10	1,087 67	224 52	48 00		2,972 49
Moosejaw immigration building		20 59	100 00		199 66	39 66	18 75		278 66
" post office, etc	579 74	2,527 53	360 00	4,498 96	3,596 77	1,225 80	276 80	430 30	13,435 90
North Battleford immigration building		695 25	1 00		172 00	22 94	24 01		915 23
" post office, etc		275 10		945 74	1,056 85	358 73	280 35		916 77
North Portal immigration building		18 62	1 00		130 42				150 04
Prince Albert engineer's office (D.P.W.)		91 97	1,200 00			12 00			1,303 97
Prince Albert immigration building		210 15			162 50	14 95	8 40		396 00
" post office, etc		316 15		2,403 30	1,435 60	915 73	99 28		5,170 06
Regina "Aldon Block" (weights and measures office)			700 00			5 76			705 76
Regina Asst. Receiver Gen. office—to accommodate post office	10,143 83								10,143 83
Regina examining warehouse		99 18		611 35	637 06	65 81	15 45		1,428 85
immigration building		48 95			215 89	18 55	24 30		307 69

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting	Water.	Power.	Total.
PUBLIC BUILDINGS.—*Continued.*	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Saskatchewan—Concluded.									
Regina inland revenue office		15 00	360 00			5 85			380 85
" old lands office (Customs dept.)	2,922 21								2,922 24
" old Royal bank bldg. (rent producing)				312 65	460 76	23 50	7 25		804 16
" parcel post			1 00						1 00
" post office, etc.	943 60	1,521 67	35 00	3,935 41	2,462 72	2,166 94	308 85	314 43	11,691 65
" postal station "A"		3 00	1,080 00						1,083 00
Rosthern experimental farm	3,058 25				617 80	10 19			3,686 24
Saskatoon "Canada bldg." (Inland Rev., etc.)		83 23	1,315 60			40 23			1,439 06
" custom house			4,200 00			118 45			1,318 45
" examining warehouse			1,136 00			27 18			1,163 18
" forest nursery station		198 48			757 12				955 60
" immigration building		20 05			233 79	28 67	15 33		297 84
" lands office		183 50	2,400 00						2,583 50
" post office, etc., (old)	1,437 92	603 95		2,375 72	1,658 97	607 48	63 34		6,747 38
" " " (new), (site)	56 00	68 50							124 50
" weights and measures office			720 00						720 00
Scott experimental farm	3,017 97				289 06	58 88			3,365 91
Sutherland, forest nursery station	1,482 13								1,482 13
Swift Current lands office			1,292 62						1,292 62
" post office		55 21	1,460 06			291 75			1,810 02
Unity immigration building			1 00		101 30				102 30
Wadena immigration building		3 00	2 00		191 55	30 60			227 15
Weyburn post office, etc.		234 70	1 00	862 20	773 18	333 84	102 92		2,307 84
Wilkie immigration building		3 16			193 00				196 16
Yorkton post office, etc.		111 01		768 55	1,016 18	619 40	39 50		2,584 64
Minor offices throughout the Province	1,871 57								1,871 57
Total, Saskatchewan	29,394 56	13,871 27	18,534 28	21,002 89	23,377 43	9,426 95	1,879 23	744 73	118,231 34
Alberta.									
Athabaska immigration building			1 00		139 30				131 30
" "Revillon Freres" (mail room)			30 00						30 00
Banff post office, &c		5 00							5 00
Bassano post office, &c		55 35		564 90	340 36	240 91	40 35		1,241 87
Calgary Asst. Rec. Gen'l's office		145 95				7 50			153 45

" "Blow building" (Irrigation)	831 60	41 60	11,235 64	948 34		177 69			13,234 87
" "Board of Trade bldg." (Weights and measures office)		110 65	270 93			8 75			390 33
" "Burns building" (geol. survey)			225 00						225 00
" "Cadogan building" (Inland Revenue)			600 00						600 00
" "Canada Life building" (P.O.D. and I.R.)		256 70	8,205 00			44 45			8,506 15
" "Costello building" (weights and measures)			90 21			70			90 91
" Drill hall	204,409 62								204,409 62
" examining warehouse	4,080 97	1,513 24		5,405 56	2,681 26	309 10	363 23	1,340 84	15,694 20
" "Herald building" (Railway Commission)			1,260 00			13 01			1,273 01
" immigration building		10 65	10 00						20 65
" "Leeson-Lineham building" (Interior Dept.)		91 30	480 00						571 30
" Post office (new)	8 12								8 12
" Post office (temporary)		1,443 36	15,290 35	453 95	896 54	1,623 27	90 58		19,792 05
" seeds office			1,500 00			3 40			1,503 40
" "Thomas building" (Interior Dept.)			3,725 40			10 80			3,736 20
" generally						370 52			370 52
Castor immigration building					58 10				58 10
Coutts, immigration building	2,043 00		1 00						2,044 00
Edmonton examining warehouse			4,200 00						4,200 00
" immigration building		149 82	1 00		524 75	56 70	64 24		796 51
" lands office	620 84		6,600 00	332 65		268 57			7,822 06
" "McLeod building" (National service offices)		214 66	300 00			1 40			516 06
" post office, etc		1,609 66	207 50	8,380 20	1,615 70	1,870 89	107 33	314 80	14,106 08
" weights and measures office		2 45							2 45
Edmonton South (Strathcona) immigration bldg.						5 74			5 74
" " " post office		1,403 37		1,181 15	658 64	256 72	27 43		3,527 31
Edson immigration building					186 90				186 90
Entwistle immigration building		34 07	3 00		108 85				145 92
Falher immigration building	118 62		550 00		112 50	2 25			783 37
Grande Prairie immigration building	4,511 96	60 90	455 00		118 75				5,146 61
" lands office	160 50	7 20	240 00						407 70
Grouard immigration building			225 00						225 00
High River, lands office		75 45	540 00	29 70	118 80				763 95
Lacombe experimental farm	981,36				1,204 01	275 04	33 50		2,493 91
Lethbridge experimental farm	1,754,64				301 10	135 60			2,191 34
" immigration building		84 98			189 00	25 75	100 00		399 73
" lands office, etc		108 10		650 00	233 80	74 30	75 00		1,141 20
" post office, etc	4,480 77	146 18		5,205 95	2,287 17	697 08	140 70	417 15	13,375 00
Macleod custom house		130 22			120 05	48 99	31 00		330 26
Medicine Hat immigration building			250 00	36 00		14 71			300 71
" post office, etc	814 91	927 50		1,851 30	218 95	719 64	132 21		4,664 51
Peace River Crossing lands office			720 00		60 00				780 00
" " post office		53 50	235 00		170 00				458 50
" immigration building	4,717 25	242 85			227 40				5,187 50

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Continued.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alberta—Concluded.									
Pincher Creek forestry office			360 00						360 00
Red Deer post office, etc	640 00	133 67		870 95	388 50	63 45	29 00		2,125 57
Rocky Mountain forestry office		181 70	300 00		6 00				487 70
Spirit River immigration building	4,389 95	9 75			149 00	2 25			4,550 95
Vermilion immigration building			2 08		196 00				198 08
Viking immigration building			1 00		83 00				84 00
Wainwright immigration building		37 85			68 52				106 37
Wetaskiwin post office	1,663 80	60 81		789 50	450 50	219 69	48 27		3,232 57
Minor offices throughout the Province	1,156 52				328 75				1,485 27
Total, Alberta	237,384 43	9,348 49	58,114 11	26,709 15	14,227 20	7,548 87	1,282 84	2,072 79	356,678 88
British Columbia.									
Agassiz experimental farm	1,460 86				953 37				2,414 23
Alberni (old) post office			80 00						80 00
Ashcroft mail room (Inland Express B.)		426 36	25 00	371 15	299 88	276 99	53 30		1,452 68
" post office	3,134 81								3,134 81
Atlin post office, etc		22 25		152 25	127 50	108 00			410 00
Blaine, immigration building			15 00						15 00
Cedarvale post office		2 74							2 74
Chase post office			30 00		116 93	10 80	12 00		169 73
Chilliwack post office, etc		47 80		633 35	302 57	75 97	36 00		1,095 69
Comox post office, etc		12 00		301 21	99 50	39 75			452 46
Cranbrook post office, etc		67 65		989 70	547 83	412 11	79 22		2,096 51
Cumberland post office, etc		125 00		683 07	159 56	194 16	60 00		1,221 79
Douglas immigration building		113 97			24 00	6 20			174 17
Duncan post office, etc		23 10		953 50	143 18	259 19	30 00		1,708 97
Fernie post office, etc		116 54		910 97	333 00	149 75	49 05		1,559 31
Grand Forks post office, etc		232 93		908 84	579 45	189 40	60 00		1,970 62
Greenwood post office, etc		44 35		730 10	335 10	263 72	72 00		1,445 27
Invermere experimental farm	653 06								653 06
Kamloops "Acadia Block" (Int. D.)		210 74	3,228 05						3,438 79
" post office		146 95		413 95	324 46	119 09			1,004 45
" "Tremont building"	521 71		700 00	387 17	15 00	274 77	26 00		1,924 65

Ladysmith post office		26 25		628 70	91 00	49 06	24 00		819 01
Nanaimo post office, etc		343 17		1,577 75	404 37	583 33	36 00		2,944 62
Nelson engineer's office (D. P. W.)			654 00						654 00
Nelson post office, etc		565 64	54 00	923 56	793 72	777 89	72 00		3,186 81
New Westminster Indian and fisheries bldg		579 48		778 95	187 61	56 27	40 10		1,642 41
" post office, etc		790 95	180 00	2,777 05	782 67	546 29	65 24	455 50	5,597 70
North Vancouver post office		73 15		925 75	260 00	124 42	10 80		1,394 12
Pacific Highway immigration office				2 00	100 58	92 97			195 55
Port Alberni post office, etc		68 30		695 26	253 60	114 31	28 89		1,160 36
Prince George post office		4 00							4 00
Prince Rupert examining warehouse			600 00						600 00
" "Federal Block" (post office, etc.)		718 15	6,986 00	118 45		801 86			8,624 46
" Fisheries office			463 33						463 33
" immigration building		6 40	5 00		224 74		15 20		251 34
" post office (site)	168 45								168 45
Revelstoke "Can. Bank of Commerce bldg." (Int. Dept.)			1,201 51						1,201 51
" post office		45 00							45 00
Rossland post office, etc		79 40		742 22	700 15	312 40	83 73		1,917 90
Salmon Arm post office		4 00	108 00						112 00
Sicamous post office		9 75							9 75
Sidney experimental farm	1,381 43				288 30	127 44			1,797 17
Squamish post office	51 00								51 00
Summerland experimental farm	6,301 45								6,301 45
Union Bay post office		7 15		262 90	158 00	102 09			530 14
Vancouver dredging office (D.P.W.)		192 00	1,143 00						1,335 00
" "Empire bldg." (Mar. & Fish. D.)			400 00			8 14			408 14
" examining warehouse		1,037 09		8,923 16	1,604 12	329 83	163 55	741 00	12,798 75
" fisheries office, 519 Pender St.			33 00						33 00
" fumigating plant			24 00						24 00
" immigration detention building		1,459 77		27 60	1,053 61	1,172 25	208 40	351 00	4,272 63
" "Molson's Bank" (War Tax office)		534 00	100 00						634 00
" new post office, etc	4,924 18		60 50	15,058 00	1,895 87	2,950 92	146 85	450 00	25,486 32
" old post office (Assay office)		1,361 82		1,973 00	770 73	182 78	51 50		4,339 83
" postal station "A" (C.P.R.)		477 65	3,079 28	1 60					3,558 53
" " "B"		209 48	7,200 00	2,039 56	427 50	337 16	63 90		10,277 60
" " "C" (new)	1,088 34	269 87							1,358 21
" " "C"		76 70		1,168 25	497 34	101 01	27 25		1,870 55
" "Vancouver bldg." (Military Service)		511 50							511 50
" "Winch bldg." (War tax office)			158 59			0 52			159 11
Vernon post office, etc		171 99		941 52	590 79	291 94	41 25		2,037 49
Victoria "Ames-Holden bldg." (examining warehouse)		149 99	3,600 00	975 00		161 21	13 56	183 22	5,082 98
" astronomical observatory (Little Saanich Mn.)	1,262 78			441 34	129 00	478 11		166 18	2,477 41
" Dominion bldgs. (Taxes *re* local improvements)	2,817 50								2,817 50
" fumigating plant (C.P.Ry. wharf)			32 50						32 50
" immigration building		447 70		5 50	532 64	81 68	83 28		1,150 80
" meteorological observatory		83 15		963 80	163 98	161 41	16 98		1,389 32

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction and Improvements.	Repairs and Furniture.	Rents.	Salaries and Supplies for Caretakers.	Heating.	Lighting.	Water.	Power.	Total.
PUBLIC BUILDINGS—*Concluded.*	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—Concluded.									
Victoria new post office, etc	2,046 38	509 90	201 00	12,828 35	2,378 40	1,352 51	92 51	887 25	20,296 30
" old custom house (Marine office)	498 00	960 60		934 60	577 56	103 32	21 22		3,095 30
" old post office, etc	8,088 42	439 47	7 50	365 40	110 68	82 80	78 12		9,172 39
Williams Head quarantine station, land and new bldgs.	263 75								263 75
" " water supply	3,702 24	600 00			8,948 96				13,251 20
Minor offices throughout the Province		1,985 99	102 00			10 09			2,098 08
Total, British Columbia	38,364 39	16,121 84	30,471 26	63,514 53	28,587 25	13,873 91	1,861 90	3,234 15	196,329 23

Name of Work.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Totals.
PUBLIC BUILDINGS.	$ cts.	$ cts.	$ cts.	$ cts.
Yukon Territory.				
Heating, lighting, water, etc., for all public buildings in Yukon territory			40,006 17	40,006 17
Total, Yukon territory			40,006 17	40,006 17
Generally.				
Advertising coal tenders—Dominion buildings			2,505 09	2,505 09
Post Office fittings and supplies, stock stored at Toronto for distribution throughout the provinces	7,510 53			7,510 53
Flags for Dominion public buildings			5,140 70	5,140 70
Printing, stationery, instruments, travelling, etc			19,969 21	19,969 21
Salaries of resident clerks of works, etc			51,897 33	51,897 33
Total, generally	7,510 53		79,512 33	87,022 86

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—					
Amherst Point, wharf			700 52		700 52
Anderson's Cove, breakwater			207 00		207 00
Annapolis Royal, pier			1,825 99		1,825 99
Antigonish Landing, wharf		200 09			200 09
Arichat wharf			597 75		597 75
Arisaig, breakwater			54 38		54 38
" wharf			123 75		123 75
Baddeck, wharf			104 87		104 87
Bailey's Brook, protection piers			598 47		598 47
Baker's Point (East Jeddore) wharf			692 34		692 34
Bass River, wharf			933 78		933 78
Baxter's harbour, breakwater			471 20		471 20
Bear Cove (Halifax Co.) boat skid			190 94		190 94
Bear River, repairs to warping pier	25 00		1,319 69		1,344 69
Beaver River, north breakwater		399 70			399 70
Bluff Head, breakwater,		400 03			400 03
Boularderie Centre, wharf			624 96		624 96
Broad Cove Marsh, wharf			111 08		111 08
Canning, wharf			2,340 88		2,340 88
Cape St. Mary, breakwater			2,956 55		2,956 55
Carr's Brook, breakwater-wharf			878 73		878 73
Chance Harbour, breakwater			54 60		54 60
Chebogue Beach, protection			149 90		149 90
Chester Basin (Lunenburg Co.)	2,322 75				2,322 75
Chipman Brook, breakwater			257 46		257 46
Clementsport	2,110 70				2,110 70
Comeau's Cove, breakwater			141 62		141 62
Cow Bay (Port Morien), breakwater			1,559 82		1,559 82
Cribbin's Point, wharf			1,524 50		1,524 50
D'Escousse, wharf			74 92		74 92
Digby, pier renewals			1,997 07		1,997 07
Eagle Head, b eakwater			1,645 02		1,645 02
East Ferry, breakwater			20 00		20 00
East Pubnico, wharf			398 24		398 24
East River (Pictou Co) improvements		140,187 54			140,187 54
East Ship Harbour, wharf			117 54		117 54
Ecum Secum (Halifax Co.) wharf		127 81			127 81
Feltzen South, breakwater-wharf			261 07		261 07
Finlay Point, wharf			100 00		100 00
Fox Island, breakwater approach			2,700 07		2,700 07
Freeport, wharf			68 53		68 53
Friar's Head, breakwater			1,169 27		1,169 27
Fruids Point wharf		569 23			569 23
Georgeville, wharf			76 75		76 75
Glace Bay, protection works			243 36		243 36
Grand Etang, wharf			200 27		200 27
Grand Narrows, wharf			104 75		104 75
Half Island Cove, breakwater			600 51		600 51
Halifax graving dock		18,545 82			18,545 82
Hampton, breakwater reconstruction		1,332 06			1,332,06
Harbourville, breakwater (bed for vessels)		151 90			151 90
Head of Chezzetcook, wharf		24 25			24 25
Hunts Point, breakwater			149 47		149 47
Inverness, harbour improvements	1,500 00	562 80			2,062 80
Iona, wharf			396 90		396 90
Jamesville, breakwater			1,354 05		1,354 05
Jones Harbour, breakwater-wharf			779 16		779 16
Kelly's Cove, breakwater			392 35		392 35
Kraut Point, wharf		20 00			20 00
L'Ardoise, breakwater			466 19		466 19
La Have river, Reinhardt	442 90				442 90
" " East Middle	708 59				708 59

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—Continued.					
Lingan Beach, protection works			616 22		616 22
Litchfield, breakwater			142 70		142 70
Little Harbour (Pictou Co.), wharf		892 75			892 75
Liverpool channel..... $27,597.48					
Less, work done for private firms 545.32					
	27,052 16				27,052 16
Livingstone's Cove, wharf			155 22		155 22
Lower Kingsburg, skidway and breakwater		285 70			285 70
Lunenburg	39 39				39 39
Malignant cove, wharf			26 00		26 00
Marble Mountain, wharf			319 03		319 03
Margaree, breakwater			936 08		936 08
Margaree harbour, improvements	112 08	4,789 38			4,901 46
McKay's point (Judique), breakwater			591 62		591 62
McNair's cove, breakwater			899 97		899 97
Meat cove, boat harbour			50 01		50 01
Middle river (lower) shear dams			149 96		149 96
Middle river (upper), shear dams			199 63		199 63
Mill creek, wharf		299 41			299 41
Morrison's landing, breastworks			199 98		199 98
Mosher's bay, breakwater			335 95		335 95
Necum Teuch, wharf			1,619 70		1,619 70
New Harbour, breakwater			584 29		584 29
Newellton, wharf			398 99		398 99
North-east point, wharf			40 08		40 08
North river (St. Ann's), wharf			599 41		599 41
North Ingonish, wharf			366 30		366 30
North Sydney, ballast wharf			1,317 49		1,317 49
Nyanza, wharf			79 83		79 83
Ogden's pond, protection work		37 04			37 04
Owl's head, wharf			128 57		128 57
Park's creek (Lunenburg co.)	970 20				970 20
Parrsboro, wharf			2,016 02		2,016 02
Pictou, Abercrombie channel	34,768 38				34,768 38
Poirierville, wharf			111 60		111 60
Port Dufferin, wharf			49 83		49 83
Porter's lake, outlet			104 64		104 64
Port George (Annapolis co.) breakwater			1,477 47		1,477 47
Port Hastings, wharf			142 90		142 90
Port Hilford, breakwater			289 58		289 58
Port Hood, wharf		64 75			64 75
Portuguese cove, breakwater			812 79		812 79
Ross' ferry, wharf			96 14		96 14
Sandy cove, breakwater			1,925 62		1,925 62
Scott's bay, breakwater			1,300 00		1,300 00
Seaforth, breakwater			371 07		371 07
Shelburne harbour	2,445 09				2,445 09
Short beach, breakwater		4,676 17			4,676 17
Shubenacadie, warping piers, etc		23,000 00			23,000 00
Sight point (Inverness co.) wharf			299 33		299 33
Soler island, wharf			264 81		264 81
South Ingonish, breakwater			44 75		44 75
South side (Donald's Head), breakwater		30 57			30 57
South Wallace, wharf			605 04		605 04
St. Peter's narrows	8,794 81				8,794 81
Summerville, wharf		174 80			174 80
Swim's point, wharf			656 09		656 09
Sydney harbour, south bar, (crib work)			180 00		180 00

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia—Concluded.					
Three Fathom harbour, beach, protection works, etc			810 18		810 18
Tiverton, breakwater			1,416 28		1,416 28
Trout cove, breakwater			1,495 70		1,495 70
Vogler's cove, wharf			125 02		125 02
West Arichat, wharf			566 48		566 48
West Chezzetcook, breakwater			199 65		199 65
West Chezzetcook, wharf			198 81		198 81
West Dublin	1,282 54				1,282 54
Westport, wharf			208 71		208 71
West Pubnico (lower), wharf			199 49		199 49
Weymouth, wharf			150 65		150 65
White point, breakwater		101 13			104 13
Whycocomagh, harbour			254 12		254 12
Windsor harbour, "Goudge" wharf			449 82		449 82
Wolfville, wharf, (shed)			200 00		200 00
Yarmouth harbour, improvements	1,596 78	509 12	44 25		5,150 15
Young's landing, wharf			74 92		74 92
Generally	7,999 05			2,932 47	10,931 52
Totals, Nova Scotia	95,170 45	197,385 05	58,665 06	2,932 47	354,153 03
Prince Edward Island—					
Alberton	1,909 22				1,909 22
Annandale, wharf			172 62		172 62
Bridgetown, (King's Co.)	10,598 39				10,598 39
Cardigan South, wharf			20 00		20 00
Georgetown, (Queen's wharf)			40 00		40 00
Grand river, (McPherson's wharf)	1,314 54				1,314 54
Hickey's wharf			29 75		29 75
Hurd's point, wharf			295 00		295 00
Little Sands, wharf		1,101 41			1,101 41
Miminigash, breakwater, etc			2,134 70		2,134 70
McPherson's cove, pier			40 00		40 00
Mink river, wharf			118 28		118 28
Mount Stewart, wharf	8,919 96		16 60		8,936 56
Murray harbour, south wharf			8 69		8 69
Panmure island, wharf			40 00		40 00
Pinette, pier			73 45		73 45
Port Selkirk, pier			643 88		643 88
Rocky point, wharf		115 11			115 11
Rustico, south pier	15,019 16		115 13		15,134 29
" beach, protection works	493 76	224 72			718 48
Souris harbour, breakwater			876 36		876 36
Tignish, breakwaters			1,993 79		1,993 79
West Point, wharf			67 28		67 28
Wood island, breakwaters			340 42		340 42
Generally	3,999 52			1,630 28	5,629 80
Totals, Prince Edward Island	42,254 55	1,441 24	7,025 95	1,630 28	52,352 02
New Brunswick—					
Albert, berth for vessels		375 29			375 29
Anderson's hollow, wharf			544 89		544 89
Baie du Vin, wharf			10 32		10 32
Barker's wharf, (River St. John)			36 14		36 14
Bass river, wharf		226 16			226 16
Bathurst, harbour impts	41,041 50				41,041 50
" Tete a gauche	10,661 93				10,664 93
Buctouche	129 99				129 99
Burton Court House, wharf			223 50		223 50
Campbellton, wharf	16,846 49		1,292 78		18,139 27

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
New Brunswick—(Concluded.)					
Caraquet, wharf			39 85		39 85
Chatham, Middle island	835 49				835 49
Chockfish, breakwater			139 25		139 25
Church river	3,134 88				3,134 88
Dalhousie	497 21				497 21
Dipper harbour, breakwater-wharf			294 11		294 11
Durham, wharf, (Restigouche Co.)			244 03		244 03
Edgett's Landing, wharf			70 12		70 12
Fairhaven, (Deer island), wharf			64 88		64 88
Fort Dufferin, breastworks			9,998 63		9,998 63
Ford's Mills, (Kent Co.)	422 08				422 08
Gagetown, wharf		465 09			465 09
Glasier's wharf, (Sunbury Co.)		33 97			33 97
Grand Anse, breakwater			1,723 43		1,723 43
Grandigue	1,032 59				1,032 59
Hopewell cape, wharf			9 75		9 75
Leonardville, wharf			150 02		150 02
Lord's cove, wharf			49 95		49 95
Lorneville, wharf approach			75 20		75 20
Lower Jemseg, high water wharf			7 21		7 21
McLean's Gully, (Kent Co.)	21 65				21 65
Martin's Head, breastworks		597 83			597 83
Millerton, wharf			379 60		379 60
Mill's Point, wharf			545 01		545 01
Moufle's river, wharf (Kent Co.)		421 02			421 02
Negnac, wharf			1,931 25		1,931 25
Oak point, wharf	4,311 33		19 99		4,331 32
Quaco (St. Martin's) eastern breakwater		360 85	570 70		931 55
Renforth, wharf (River St. John)			39 66		39 66
Richardson, wharf			39 75		39 75
Richibucto cape, breakwater	1,539 67	1,799 57	123 19		3,462 23
River Kouchibouguac	454 00				454 00
River St. Charles	481 06				481 06
River St. John, removal of snags	1,983 00				1,983 00
Rothesay, wharf			49 63		49 63
St. Andrews, Market wharf			541 26		541 26
St. John harbour improvements:—					
Channel	48,953 80				48,953 80
Courtnay bay	179,444 04	102,369 10			281,813 14
Negro point, breakwater			1,777 91		1,777 91
Partridge isld. quarantine sta., deep water wharf		1,288 98			1,288 98
St. John West, piers, sheds, etc	28,857 38	132,141 45	24,881 56		185,886 39
St. Nicholas river, wharf		359 52	735 02		1,094 54
Scotchtown, wharf			30 75		30 75
Seal cove, west breakwater			33 00		33 00
Shediac, wharf			78 59		78 59
Shippegan gully, breakwater, etc			3,672 24		3,672 24
Shippegan, wharf	29,274 89	1,895 59			31,170 48
Stonehaven, breakwater			483 55		483 55
Tracadie beach, breastworks			103 50		103 50
Tyne mouth creek, breakwater		1,521 29			1,521 29
Welshpool, wharf			30 61		30 61
Whitehead, wharf			185 31		185 31
Generally	8,170 50			2,770 91	10,941 41
Totals, New Brunswick	378,096 48	243,861 51	51,529 17	2,770 91	676,258 07

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—					
Anse a Beaufils, wharf			45 00		45 00
Anse a l'Eau (Tadousac), wharf			6 00		6 00
Anse aux Gascons, wharf			568 63		568 63
Anse aux Griffons, piers			1,499 78		1,499 78
Anse St. Jean, wharf			50 77		50 77
Baie St. Paul (Cap aux Corbeaux,) wharf			1,270 54		1,270 54
Rarachois de Malbaie, training pier			1,198 96		1,198 96
Batiscan, upstream channel	5,095 14				5,095 14
Beloeil, new boom		618 07		241 73	859 80
Berthierville, wharf	206 14				206 14
Berthier en bas, wharf			994 40		994 40
Bic harbour, wharf at Pointe à Cote			73 35		73 35
Bigelow cut, River du Lievre	468 13				468 13
Brewer's creek (Labelle), landing float			12 00		12 00
Buckingham (Labelle), landing float			95 58		95 58
Cabano, wharf			200 65		200 65
Cacouna, wharf			154 70		154 70
Cap Chat, pier			168 54		168 54
Cap de la Madeleine, wharf				50 00	50 00
Cap St. Ignace, wharf			145 15		145 15
Cape Cove, pier			1,549 91		1,549 91
Caughnawaga	88,902 12				
Less, work done for private firm	532 00				
	8,370 12				8,370 12
Cascades rapids, anchor pier, reconst		1,360 31			1,360 31
Champlain, wharf				26 00	26 00
Chicoutimi, channel	2,932 17				2,932 17
" wharf			1,745 37	1,004 77	2,750 14
Clark City, wharf reconstruction		4,155 44			4,155 44
Contrecoeur, wharf	4,035 11			55 60	4,090 71
Cross point, wharf			767 65		767 65
Desjardins, wharf			2,409 82		2,409 82
Dodd's landing (Labelle), float			7 50		7 50
Doucet's landing	1,012 00				1,012 00
Douglastown, wharf			271 82		271 82
East Templeton, wharf			400 67		400 67
Father Point, wharf		1,051 68			1,051 68
Fort William, wharf, Ottawa river			51 13		51 13
Gaspe, wharf			1,244 52		1,244 52
Georgeville, wharf			69 60		69 60
Glen Almond (Labelle), landing float			12 00		12 00
Graham, wharf		3,553 31			3,553 31
Grande Bergeronnes			121 75		121 75
Grenville	401 46				401 46
Grande Vallee, wharf			16 00		16 00
Grindstone (Magdalen islands), breakwater			1,665 47		1,665 47
Grondines, wharf			53 27		53 27
Grosse Isle (Magdalen islands), breakwater			16 00		16 00
Grosse Isle, (Quarantine station) Eastern wharf			2,373 19		2,373 19
Grosse Isle, (Quar. station) Western wharf			1,783 71		1,783 71
Grosses Roches, removal of boulders		499 68			499 68
High Falls (Labelle Co.) landing float		50 75			50 75
Hospital Bay (Magdalen islands), breakwater			148 35		148 35
Hudson, wharf, reconstruction		4,799 91			4,799 91
Hull, wharf			167 57	45 50	213 07
Ile aux Coudres, wharf		474 15			474 15

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Continued.					
Ile aux Foins	10,944 80				10,944 80
Ile Perrot, North, wharf			1,627 24		1,627 24
Ile Verte-Notre-Dame des Sept Douleurs, wharf		199 85			199 85
Ile Verte Village, wharf			2,465 58		2,465 58
Kamouraska, wharf			12 50		12 50
Lacolle, wharf			2,887 80		2,887 80
Lake St. Louis	19,584 27				19,584 27
Laprairie, protection works		147,602 00			147,602 00
La Salette (Riv. du Lievre) landing float	1,074 15		6 00		1,080 15
Lauzon-"Champlain" dry dock		953,670 81			953,670 81
Lauzon-"Lorne" dry dock				28,318 30	28,318 30
Lavaltrie, wharf				47 49	47 49
Levis, deep water wharf		560 00		1,507 11	2,067 11
Long Rapids, Riv. du Lievre	2,279 28				2,279 28
Longueuil	45,407 05				45,407 05
Lotbiniere, wharf			1,109 98		1,109 98
Magog, wharf			91 41		91 41
Malbaie, pier			902 70		902 70
Masson, wharf			814 33		814 33
Megantic, wharf			56 01		56 01
Mission Point	10,410 76				10,410 76
Mont Louis, breastwork		273 04			273 04
Montreal, dry dock				105,000 00	105,000 00
Murray Bay, wharf			202 69		202 69
Newport, breakwater			907 82		907 82
Norway Bay, wharf (Ottawa riv.)		4,703 70			4,703 70
Papineauville, wharf	301 28		64 96		366 24
Phillipsburg, wharf reconstruction		2,007 28			2,007 28
Pierreville, wharf			108 30		108 30
Pointe a Brousseau, wharf			228 99		228 99
Pointe à Elie, breakwater (Magdalen islands)			129 34		129 34
Pointe aux Esquimaux, wharf			22 39		22 39
Pointe aux Trembles (Portneuf Co.), wharf		719 94			719 94
Pointe Claire, wharf				150 00	150 00
Pointe Fortune, wharf			10 00		10 00
Pointe Piche (Timiskaming), wharf				40 00	40 00
Pointe Shea (Magdalen islands), wharf			1,298 75		1,298 75
Pointe St. Pierre, breakwater			603 29		603 29
Poltimore (Riv. du Lievre), landing float			26 50		26 50
Poupore (Riv. du Lievre)	6,292 60				6,292 60
Quebec Harbour (Riv. St. Charles), improvements to navigation		137,357 18			137,357 18
Repentigny, wharf			10 00		10 00
Rimouski, harbour improvements		59,228 01			59,228 04
Rimouski, wharf			195 57	1,222 81	1,418 38
Riv. aux Renards, wharf			175 00		175 00
Riv. Bonaventure, training pier		10 00			10 00
Riviere des Vases (Temiscouata Co.), pier			999 50		999 50
Rivere du Lievre, lock				5,938 70	5,938 70
Riviere Gatineau, bank protection			15 00		15 00
Riviere Ouareau, ice breaker			1,379 99		1,379 99
Riviere Ouelle, wharf		5,503 69			5,503 69
Riviere St. Louis	517 96				517 96
Riviere St. Maurice	10,502 86				10,502 86
Riviere Saguenay, protection work	32,254 16	498 38			32,752 54
Roberval, wharf			211 90		211 90
St. Alexis, wharf			2,916 25		2,916 25

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quebec—Concluded.					
St. Alphonse (Chicoutimi Co.), Wharf	5,212 03		706 14		5,918 17
St. Andre de Kamouraska, wharf			1,178 85		1,178 85
St. Anicet, wharf			132 75		132 75
Ste. Anne de Beaupre, wharf			674 68		674 68
Ste. Anne de Bellevue	90 00				90 00
Ste. Anne des Monts, landing pier, etc.		7,546 15			7,546 15
Ste. Anne de Chicoutimi, wharf			2,760 24		2,760 24
St. Charles de Caplan, wharf		1,142 43			1,142 43
St. Charles de Richelieu, wharf			287 77		287 77
St. Denis de Richelieu, wharf			149 98		149 98
St. Eloi (Temiscouata Co.), wharf			155 40		155 40
Ste. Emelie (Leclercville), wharf			16 00		16 00
Ste. Famille (Ile d'Orleans), wharf			193 38		193 38
Ste. Felicite, wharf			599 13		599 13
St. François (Ile d'Orleans, south side), wharf			134 20		134 20
St. Fulgence, wharf	1,948 82		280 95		2,229 77
Ste. Genevieve de Batiscan, approach to wharf		219 90			219 90
St. Gregoire de Montmorency, revetment wall		231 18			231 18
St. Ignace de Loyola, dykes			660 51		660 51
St. Irenee les Bains, wharf			588 22		588 22
St. Jean des Chaillons, wharf			631 29		631 29
St. Jean (Ile d'Orleans), wharf			114 28	12 05	126 33
St. Jerome, wharf			1,801 69		1,801 69
St. John's ice-pier, etc		739 47	18 80	28 80	787 07
St. Laurent (Ile d'Orleans), wharf			1,852 25	105 93	1,958 18
St. Majorique, wharf			400 88		400 88
St. Mathias, wharf				15 00	15 00
St. Methode, wharf			300 70		300 70
St. Michel de Bellechasse, wharf			1,599 67		1,599 67
St. Ours, wharf		50 08			50 08
St. Paul, Ile aux Noix, wharf			777 56		777 56
St. Pierre les Becquets, wharf			37 20		37 20
St. Roch de Richelieu, wharf		952 15			952 15
St. Simeon, wharf			95 14		95 14
St. Ulric, wharf			1,200 00		1,200 00
St. Zotique, reconstruction of wharf		2,039 14			2,039 14
Sabrevois, wharf			1,481 39		1,481 39
Seven Islands wharf, derrick		280 95			280 95
Sorel deep water wharf		7 00			7 00
Trois Lacs (Megantic Co.), wharf approach			96 88		96 88
Trois Pistoles, wharf and breakwater			999 37		999 37
Varennes, protection work		1,232 81			1,232 81
Vaudreuil wharf			74 75		74 75
Woburn, wharf			195 50		195 50
Yamachiche, landing			40 00		40 00
Yamaska, lock and dam			671 15	1,951 73	2,622 88
Generally	12,374 08			36,807 79	49,181 87
Totals, Quebec	181,714 37	1,343,338 47	61,745 84	182,569 31	1,769,367 99
Ontario—					
Abram's Chute (Kenora dist.), removal of boulders		486 90			486 90
Arnprior, wharf				22 50	22 50
Bayfield, piers			1,356 44		1,356 44
Beaumaris, wharf			75 38		75 38
Belleville, wharf, (shed)		200 00			200 00
Big Bay Point, wharf			719 62		719 62
Bobcaygeon, floating wharf				7 50	7 50

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
(HARBOURS AND RIVERS—*Continued*).	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ontario—Continued.					
Bowmanville, piers			3,322 83		3,322 83
Bracebridge, wharf			109 06		109 06
Bronte, pier			1,047 38		1,047 38
Bruce Mines, wharf, etc.		346 40			346 40
Burlington Channel, bridge			189 58	5,855 03	6,044 61
Burlington Channel, pier			1,050 00		1,050 00
Burlington, revetment wall		10,441 59			10,441 59
Byng Inlet	18,056 10				18,056 10
Cardinal	8,039 91				8,039 91
Charlton (Nipissing), wharf			113 48		113 48
Christian Island (Simcoe), wharf			554 97		554 97
Chute a Blondeau, wharf			45 53		45 53
Cobourg, east pier			13,227 95		13,227 95
" harbour	3,711 18				3,711 18
" Langevin pier			2,491 70		2,491 70
Collingwood graving dock No. 1				15,000 00	15,000 00
" graving dock No. 2				9,208 96	9,208 96
Cumberland, wharf			298 23		298 23
Desbarats, landing float (Algoma)		99 55			99 55
Fighting island	319 33				319 33
Fort William, harbour improvements	163,913 04	62,854 07	616 37		227,383 48
French River, dam			2,745 17		2,745 17
Goderich, harbour improvements			1,094 55		1,094 55
Grand Bend, piers, etc.			181 95		181 95
Haileybury, wharf			1,389 86		1,389 86
Hamilton harbour, improvements	12,877 99				12,877 99
Hawkesbury 14,825 15					
Less, work done for private firms 8,150 01	6,675 14				6,675 14
Juniper Island (Stoney Lake) wharf				20 00	20 00
Kenora, wharf				180 00	180 00
Kincardine, breakwater	6,260 75		2,195 68		8,456 43
Kingston dry dock, revetment walls			8,732 11		8,732 11
" harbour, improvements		45,011 93			45,011 93
Kingsville, piers			198 29		198 29
Lakeport, wharf approach			119 22		119 22
Leamington, wharf			951 05		951 05
L'Orignal, wharf			199 17		199 17
Michipicoten river, wharf			607 99		607 99
Midland	22,930 79				22,930 79
Minaki, wharf		18 20			18 20
Montreal river (Latchford dam)				2,633 99	2,633 99
Nipissing, wharf			178 50		178 50
New Liskeard, wharf			689 09		689 09
Oshawa, pier			1,219 68		1,219 68
Owen Sound, wharf			3,996 79		3,996 79
Pelee Island, dock			539 20		539 20
Pembroke, wharf			1,679 33		1,679 33
Peterborough (George st), wharf			580 02	12 07	592 09
Petewawa, wharf			598 59		598 59
Picnic Islands (Georgian Bay), improvements	3,830 35				3,830 35
Port Arthur, dry dock				35,641 50	35,641 50
" harbour improvements	38,689 58	40,353 40			79,042 98
Port Burwell, piers	19,148 99		1,910 83		21,059 82
Port Colborne, west breakwater			398 50		398 50
" east breakwater			1,950 00		1,950 00
Port Hope harbour, piers			6,046 75		6,046 75
Port Maitland	9,684 37				9,684 37
Port Stanley, groynes		16,770 18			16,770 18

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.
Ontario—Concluded.					
Port Stanley harbour improvements ... 19,354 46					
Less, work done for private firms ... 3,119 67	16,234 79	55,081 98	123 85	... ...	71,440 62
Rainy River, protection works	...	...	719 96	...	719 96
River Thames, removal of boulders, at mouth	...	11 25	...	...	11 25
Robin's Landing, wharf	...	...	...	25 00	25 00
Rondeau Harbour, erosion in harbour bar, piers, etc	2,049 87	2,737 75	3,698 39	...	8,486 01
St. Joseph (Huron Co.), wharf	...	...	400 00	...	400 00
Sault Ste. Marie, wharf	...	1,140 72	505 30	...	1,646 02
Seven Mile Narrows, breastwork-cribs	...	...	109 76	...	109 76
Shrewsbury, pier	...	...	187 95	...	187 95
Silver Centre, wharf	...	...	1,030 66	...	1,030 66
Southampton, piers	...	...	2,987 56	...	2,987 56
Sturgeon Falls, wharf	...	...	213 73	...	213 73
Thornbury, wharf	...	...	737 01	...	737 01
Tobermory glance booms	...	...	...	136 61	136 61
Toronto Harbour Improvements—					
Canadian-Stewart contract	...	875,586 54	...	...	875,586 54
Fisherman's Isld (new building)	...	745 07	...	...	745 07
Queen's wharf	...	...	...	50 00	50 00
Wendover, wharf	...	3,457 20	124 75	...	3,581 95
Wheatley, wharf	...	...	227 50	...	227 50
Windsor, dock	...	664 42	51 60	1,200 00	1,916 02
Generally	7,080 22	...	...	14,859 58	21,939 80
Totals, Ontario	339,502 40	1,116,007 15	74,538 86	84,852 74	1,614,901 15
Manitoba—					
Arnes, wharf	...	...	1,218 24	...	1,218 24
Assiniboine river, protection work	...	1,598 45	...	...	1,598 45
Big George island	2,977 38	...	...	...	2,977 38
Gimli (Lake Winnipeg), wharf	...	...	519 60	...	519 60
Gimli " protection work	...	...	689 26	...	689 26
Hnansa (Lake Winnipeg), wharf	1,077 56	...	1,260 63	...	2,338 19
Killarney dam	...	...	34 41	...	34 44
Little Pembina river, diversion into Pelican lake	...	125 00	...	...	125 00
Minette, wharf	...	12 87	...	...	12 87
Red River, dredging at mouth	11,520 09	...	...	...	11,520 09
" Park Point, Crescent isld	7,839 39	...	...	...	7,839 39
" Sugar island	1,029 93	...	...	...	1,029 93
" The Forks	10,457 79	...	...	...	10,457 79
St. Andrews rapids, lock and dam	...	...	300 00	14,189 77	14,489 77
Selkirk shipyard, including arrears of rental thereon	717 11	7,347 33	...	3,512 21	11,576 65
Selkirk, slough	10,632 51	...	...	...	10,632 51
Generally	1,209 60	...	...	3,186 52	4,396 12
Totals, Manitoba	47,461 36	9,083 65	4,022 17	20,888 50	81,455 68
Saskatchewan and Alberta—					
Generally	822 50	...	...	2,041 27	2,863 77
Totals, Saskatchewan & Alberta	822 50	...	...	2,041 27	2,863 77

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs	Staff and Maintenance	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia.					
Ainsworth, wharf			59 47		59 47
Argenta, wharf, (shed)			8 85		8 85
Alice Arm, wharf			100 00		100 00
Beaton, wharf			249 56		249 56
Bindlay's Landing, float			221 59		221 59
Bold Point, float			103 99		103 99
Burrville	4,418 28				4,418 28
Burton, wharf			73 67		73 67
Campbell river, wharf			1,847 18		1,847 18
Canoe Pass	1,817 89				1,817 89
Capilano dam			294 00		294 00
Christiana creek, fish screen		484 57			484 57
Clayoquot, wharf			554 33		551 33
Comox, wharf			225 00		225 00
Coquitlam	5,402 85				5,402 85
Courtenay	6,725 67				6,725 67
Crofton, wharf			437 00		437 00
Deas island	1,591 51				1,591 51
Dignan's Bay (Gabriola isld,) float			89 89		89 89
Eagle Cliff, float			475 32		475 32
Edgewood, wharf			251 75		251 75
Esquimalt, old dry dock				17,719 46	17,719 46
Fanny Bay, float			154 12		154 12
Farrington's wharf (shed)			8 85		8 85
Forest Glen	9,630 34				9,630 34
Fraser river improvements—					
Annieville bar	4,129 41				4,329 41
Chilliwack, rem. of snags at Greyell's slough		255 05			255 05
Eburne wing dams	2,341 38	2,984 54			5,325 92
Nicomen slough, rem. of boulders		199 88			199 88
North arm	19,004 41				19,004 41
Sandheads	66,505 09				66,505 09
Snagboat *Samson*				19,362 15	19,362 15
Soundings generally		1,262 47			1,262 47
Steveston jetty		8,459 93			8,459 93
Westham isld., wing dams		2,430 33	3,027 51		5,457 84
Gower Point, float			200 03		200 03
Grace harbour, float			476 41		476 41
Graham's Landing	2,350 39				2,350 39
Gray's Creek, wharf			8 85		8 85
Grantham's Landing, wharf			31 32		31 32
Halcyon, wharf			50 00		50 00
Half Moon Bay, float		103 92			103 92
Hammond, wharf			282 22		382 22
Haney, wharf			78 69		78 69
Hatzic, wharf			564 14		564 14
Hollberg, wharf			3,242 50		3,242 50
Hope Point, float			19 15		19 15
James island, wharf			512 00		265 62
Kootenay, wharf			265 62		265 62
Ladner	7,393 15				7,393 15
Langley, wharf			136 32		136 32
Lillooet river	2,269 50				2,269 50
Long Beach, wharf and shed			62 85		62 85
McAdams wharf			71 14		71 14
McDonald's Landing, wharf (shed)		390 41			390 41
McKay's, landing			139 40		139 40
Matsqui wharf			102 02		102 02
" wingdam No 1			641 20		641 20
Metchosin, wharf			787 04		787 04

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS & RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Columbia—Continued.					
Mirror lake, wharf			335 34		335 34
Mission, wharf			100 50		100 50
Mount Lehman, wharf			200 33		200 33
Naas river	5,224 50				5,224 50
Nanaimo harbour, impts	39,469 24				39,469 24
Needles, wharf approach			49 96		49 96
New Westminster, b me yard	234 12				234 12
Brunette saw mills	1,372 82				1,372 82
Heaps engineering works	3,875 08				3,875 08
Nitinat	3,650 80				3,650 80
Nootka island, wharf			2,489 00		2,489 00
Okanagan river, improvements	7,157 88	1,332 34			8,489 42
Pender harbour, float			7 60		7 60
Port Coquitlam	5,110 18				5,110 18
Port Clements (Queenston), wharf			1,596 56		1,596 56
Port Moody, wharf			241 99		241 99
Powell River, wharf			998 46		998 46
Prince Rupert graving dock (insp.)				2,533 36	2,533 36
" " quarantine station, wharf			2,000 00		2,000 00
Pritchard (Shuswap lake), wharf		15 60			15 60
Quatsino, wharf			4,336 20		4,336 20
Renata, wharf			39 75		39 75
Riverside, wharf			309 70		309 70
Revelstoke, mattresses		1,995 57			1,995 57
" extension to wing dam.		59 84			59 84
Robert's Creek, wharf			495 96		495 96
Rocky Point, wharf			349 52		349 52
Roy, float			8 85		8 85
Safety Cove, wharf			32 00		32 00
Sapperton, wharf			814 42		814 42
Savary Island, wharf			248 50		248 50
Sidney Island, wharf			1,246 50		1,246 50
Skeena river	11,803 48				11,803 48
Smith's Landing (Cortez island) float.			10 00		10 00
Spintula, float			16 00		16 00
Squamish	4,129 41				4,129 41
Stave river	1,755 41				1,755 40
Syringa Creek, float			51 00		51 00
Uchuet, wharf			580 00		580 05
Union Bay, wharf			6,688 25		6,688 20
Vancouver, False Creek	1,121 70				1,121 78
" First Narrows	59,264 48				59,264 44
" Harbour improvements	228 41	6,515 35	1,692 18		8,435 96
" Parthia shoal	55,181 46				55,181 40
Vargas island, wharf			10 00		10 00
Victoria harbour	121,206 24				
Less, work done for private firms	1,389 51	1,370,005 04			1,489,821 77
	119,816 73				
West Demars, wharf			194 63		194 63
Whonnock, wharf			298 71		298 71
William's Head, quarantine station		3,471 44			3,471 44
Willow Point, float			449 27		449 27
Generally	2,492 15			8,749 51	11,241 66
Totals, British Columbia	455,466 92	1,399,966 31	41,867 16	48,364 48	1,945,664 87

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Dredging.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
HARBOURS AND RIVERS.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Yukon Territory—					
Yukon river, improvements to navigation		4,272 45			4,272 45
Total, Yukon Territory		4,272 45			4,272 45
Generally—					
General expenses of staff, etc.				10,329 67	10,329 67
Salaries of district engineers, assistants, etc.				384,016 65	384,016 65
Test borings for sundry projected works		9,588 26			9,588 26
Totals, Harbours and Rivers generally		9 588 26		394,346 32	403,934 58
Dredging Plant—					
Ontario and Quebec		21,989 42	30,399 10		52,388 52
Total, Dredging Plant		21,989 42	30,399 10		52,388 52

Name of Work.	Construction and Improvements.	Repairs.	Staff and Maintenance.	Total.
SLIDES AND BOOMS.	$ cts.	$ cts.	$ cts.	$ cts.
River Saguenay			9,027 51	9,027 51
Ottawa District—				
Black river		1,451 28		1,451 28
Coulonge river	542 49	1,779 58		2,322 07
Gatineau river	75 85	1,831 09	600 00	2,506 94
Madawaska river		5,853 05		5,853 05
Ottawa river		811 64	28,134 46	28,976 10
Petawawa river		5,860 70		5,860 70
Trent and Newcastle district	2,999 97		204 98	3,204 95
Collection of slide and boom dues			5,656 76	5,656 76
Totals, slides and booms	3,618 31	17,617 34	43,623 71	64,859 36
ROADS AND BRIDGES.				
Quebec and Ontario—				
Bryson bridge		595 41		595 41
Chapeau bridge		363 13		363 13
Des Joachims bridge		91 05		91 05
Matapedia road		118 95		118 95
" " , Pitt Brook bridge		399 03		399 03
Ottawa City bridges and streets maintained by government—				
Chaudiere bridge, Laurier bridge, etc.		5,031 19		5,031 19
Connaught Place and Wellington street			9,091 80	9,091 80
Lighting all above			1,794 75	1,794 75
Minaki, right of way	1 00			1 00
York bridge (Grand river)		370 52		370 52
Alberta—				
Banff, old bridge		436 72		436 72
Edmonton bridge		697 86		697 86
Totals, roads and bridges	1 00	8,103 86	10,886 55	18,991 41

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction.	Repairs.	Staff and Maintenance	Total.
TELEGRAPH LINES.	$ cts.	$ cts.	$ cts.	$ cts.
Newfoundland—				
Cape Ray (subsidy)			250 00	250 00
Maritime Provinces—				
Bay of Fundy lines			3,107 45	3,107 45
Cape Breton lines		4,504 55	32,747 64	37,252 19
Escuminac line		2 07	2,166 71	2,168 78
Prince Edward Island, cable and mainland			13,893 32	13,893 32
Quebec Mainland—				
Father Point (subsidy)			750 00	750 00
North Shore, East of Bersimis			28,674 68	28,674 68
" West of Bersimis			21,193 03	21,193 03
Dorchester County, lines	3,699 88			3,699 88
Quebec County, lines	2,372 25		5,244 56	7,616 81
Timiskaming, lines			3,288 92	3,288 92
Quebec Island—				
Anticosti system			9,267 02	9,267 02
Cable ship "Tyrian"			57,236 75	57,236 75
Grosse Isles, Isle aux Coudres & Island of Orleans system			6,862 76	6,862 76
Magdalen islands system			5,148 60	5,148 60
Maritime Provinces and Gulf generally			2,741 16	2,741 16
Ontario—				
Pelee Island cable			1,574 42	1,574 42
Saskatchewan Lines	2,662 88	7,373 33	51,822 05	61,858 26
Alberta Lines	1,559 29	3,093 14	74,944 41	79,596 84
British Columbia and Yukon—				
Ashcroft-Dawson system	674 30		219,068 55	219,742 85
British Columbia, mainland system	7,574 41	19,176 97	59,311 36	86,062 74
British Columbia, Vancouver island system			98,761 90	98,761 90
Telegraph service generally			703 12	703 12
Totals, Telegraph Lines	18,543 01	34,150 06	698,758 41	751,451 48

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Continued.*

Name of Work.	Construction and Improvements.	Repairs.	Staff and Maintenance	Total.
MISCELLANEOUS.	$ cts.	$ cts.	$ cts.	$ cts.
Surveys:—				
Maritime Provinces			15,597 77	
Quebec			24,297 85	
Ontario			11,265 72	
Manitoba			992 44	
Saskatchewan and Alberta			1,656 26	
British Columbia			8,824 25	
Generally			2,008 00	61,642 29
Upper Ottawa Storage Dams:—				
Brodeur's Township	328 61			
Kippewa dam	531 00			
Latulippe township	15,574 58			
Metering flow	30,027 36			
Quinze dam	17,296 81			
Timiskaming dam	42,185 03			
Generally	28,796 51			134,739 90
Accounts Branch:—Salaries and travelling expenses of agents, clerks &c of outside service			20,134 01	20,134 01
Georgian Bay Ship Canal Commission			5,137 89	5,137 89
Gratuities to widows or other representatives of 32 deceased employees, under Civil Service amendment Act.-Sec. 41			5,901 36	5,901 36
Compassionate allowance to the widow of the late R. J. Barnhart of C.G.S. "Cingalee"			2,000 00	2,000 00
Compassionate allowance to the widow of the late C. Gee of C.G.S. "Petrel"			2,000 00	2,000 00
Compassionate allowances to the widows or other representatives of the late members of the crew of Dredge No. 6 wrecked on 17th January, 1917			17,000 00	17,000 00
Gratuity to Onesime Chayer permanently injured while working on Timiskaming dam			500 00	500 00
Paid Robert Dunbar for reporting proceedings at Coroner's Inquest re fire of Parliament Buildings			74 40	74 40
Legal services *re* cases before International Joint Commission			3,371 09	3,371 09
Monument to His late Majesty King Edward VII	2,702 61			2,702 61
Operation and maintenance of inspection boats			40,970 87	40,970 87
River gauging and metering			26,842 29	26,842 29
War Appropriation:—Salaries in connection with Military Service			92,987 89	92,987 89
Totals, Miscellaneous	137,442 51		281,562 09	419,004 60

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1918—*Concluded.*

Recapitulation.	Dredging.	Construction and Improvements	Repairs.	Staff and Maintenance.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Totals Public Buildings—					
Nova Scotia		12,662 48	25,827 98	90,688 38	129,178 84
Prince Edward Island		3,753 31	3,122 79	15,322 54	22,198 64
New Brunswick		5,406 36	9,956 55	72,138 08	87,500 99
Quebec		231,927 78	53,223 19	404,790 71	689,941 68
Ottawa buildings		1,759,573 72	522,153 27	996,173 41	3,277,900 40
Ontario (excluding Ottawa)		279,866 86	35,342 58	313,241 54	628,450 98
Manitoba		69,011 46	14,122 46	126,714 79	209,848 71
Saskatchewan		29,394 56	13,871 27	74,965 51	118,231 34
Alberta		237,384 43	9,348 49	109,945 96	356,678 88
British Columbia		38,364 39	16,421 84	141,543 00	196,329 23
Yukon Territory				40,006 17	40,006 17
Public Buildings generally		7,510 53		79,512 33	87,022 86
Totals, Harbours and Rivers—					
Nova Scotia	95,170 45	197,385 05	58,665 66	2,932 47	354,153 03
Prince Edward Island	42,254 55	1,441 24	7,025 95	1,630 28	52,352 02
New Brunswick	378,096 48	243,861 51	51,529 17	2,770 91	676,258 07
Quebec	181,714 37	1,343,338 47	61,745 84	182,569 31	1,769,367 99
Ontario	339,502 40	1,116,007 15	74,538 86	84,852 74	1,614,901 15
Manitoba	47,461 36	9,083 65	4,022 17	20,888 50	81,455 68
Saskatchewan and Alberta	822 50			2,041 27	2,863 77
British Columbia	455,466 92	1,399,966 31	41,867 16	48,364 48	1,945,664 87
Yukon Territory		4,272,45			4,272 45
Harbours & Rivers generally	9,588 26			394,346 32	403,934 58
Totals, Dredging plant		21,989 42	30,399 10		52,388 52
" Slides and booms		3,618 31	17,617 34	43,623,71	64,859 36
" Roads and bridges		1 00	8,103 86	10,886 55	18,991 41
" Telegraph lines		18,543 01	34,150 06	698,758 41	751,451 48
" Miscellaneous		137,442 51		281,562 09	419,004 60
Grand totals of expenditure	1,550,077 29	7,171,805 96	1,093,054 99	4,240,269 46	14,055,207 70

CONTRACTS, DEEDS AND LEASES.

By J. A. CHASSÉ, LAW CLERK.

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.

Works.			Names of Contractors.	Date of Contract.	Amount.
					$ cts.
PUBLIC BUILDINGS					
Nova Scotia.					
Amherst	Post office	Coal per ton.—Bit	W. A. Fillmore		6 50
Annapolis	"	" Bit	J. H. Edwards		8 50
Antigonish	"	" Bit	Ed. Haley		7 50
Arichat	"	" Bit	C. P. Terrio		8 50
Baddeck	"	" Bit	S. W. McDonald		7 50
Bridgewater	"	" Bit	J. S. Esworthy		9 00
Canso	"	" Bit	A. N. Whitman & Son		9 45
Dartmouth	"	" Bit	Dartmouth Coal & Supply Company		8 00
" New	"	" Bit	Darthmouth Coal & Supply Company		8 00
Digby	"	" Bit	W. E. Van Blarcom		8 50
Glace Bay	"	" Bit	Dominion Coal Company		5 45
Guysborough	"	" Bit	Lewis Hart & Company		8 00
Halifax	New custom house	" Bit	H. D. Mackenzie Company		7 75
"	Customs express	" Anth	H. D. Mackenzie Company		14 50
"	Post office building	" Bit	S. Cunard & Company		7 75
"	Examining warehouse	" Bit	H. D. Mackenzie Company		7 75
"	Drill hall, reconstruction of steel roof trusses, etc., over main hall of.		The Maritime Bridge Company, Ltd	March 19, 1918	Unit prices.
Inverness	Post office	Coal per ton.—Bit	Inverness R. & C. Company		5 00
Kentville	Public building	" Bit	C. L. Dodge		7 45
"	Experimental farm	" Bit	Kentville Coal Company		8 00
Liverpool	Post office	" Bit	Southern Salvage Company		8 00
Lunenburg	"	" Bit	A. H. Anderson		9 35
New Glasgow	"	" Bit	Acadia Coal Company		7 00
North Common (Halifax).	Two (2) barracks for accommodation of two battalions of Infantry. Construction of.		Bate, MaMahon & Company	March 27, 1918	249,524 00
North Sydney	Post office	Coal per ton.—Bit	H. G. Campbell		5 00
"	Immigration office	" Bit	H. G. Campbell		5 00
Parrsboro	Post office	" Bit	W. J. Berry		7 00
Pictou	Custom house	" Bit	D. W. English		6 50

"	Post office	"	Bit	D. W. English		6 50
Shelburne	"	"	Bit	Shelburne Shipbuilders		8 90
Springhill	"	"	Bit	G. W. McKnight		6 00
Sydney	"	"	Bit	Dominion Coal Company		5 10
" Mines	"	"	Bit	H. G. Campbell		5 00
Truro	"	"	Bit	J. H. Kent & Company		7 00
Westville	"	"	Bit	G. E. Munro		6 00
Windsor	Post office	Coal per ton—	Bit	F. W. Dimock		6 77
Wolfville	"	"	Bit	A. M. Wheaton		8 00
Yarmouth	"	"	Bit	Killam Bros		8 50
		Prince Edward Island.				
Charlottetown	Dominion building	Coal per ton—	Bit	C. Lyons & Company		8 45
"	Old bank building	"	Bit	Geo. E. Full		8 60
"	Experimental farm	"	Bit	C. Lyons & Company		8 90
"	"	"	Bit., nut	C. Lyons & Company		9 50
Georgetown	Post office	"	Bit	J. A. MacDonald		8 40
Montague	"	"	Bit	Poole & Thompson		8 45
Souris	"	"	Bit	Matthews & McLean		9 00
Summerside	"	"	Bit	R. S. Holman		8 50
Tignish	"	"	Bit	R. S. Holman		9 65
		New Brunswick.				
Bathurst	Post office	Coal per ton—	Bit	A. C. Branch & Company		9 00
Campbellton	"	"	Bit	R. K. Shives		8 50
Chatham	"	"	Bit	H. B. McDonald		9 00
Dalhousie	"	"	Bit	Chas. Powell		9 00
Fairville	"	"	Bit	Colwell Fuel Company		8 50
Fredericton	"	"	Bit	S. L. Morrison		8 25
"	Experimental farm	"	Bit	S. L. Morrison		9 25
"	New building	"	Bit	S. L. Morrison		8 25
Grand Falls	Post office	"	Anth., nut	J. L. White		12 00
"	"	"	Anth., egg	J. L. White		12 00
Hampton	"	"	Bit	J. W. Smith		8 00
Hartland	"	"	Bit	Burtt Hardware Company		9 35
Marysville	"	"	Bit	S. L. Morrison		9 25
Newcastle	"	"	Bit	The Stothart Mercantile Company		8 00
Richibucto	"	"	Bit	Richard O'Leary		8 45
St. John	Old post office	"	Bit	R. P. and W. F. Starr		7 75
"	Post office	"	Anth	R. P. and W. F. Starr		14 75
"	New post office	"	Bit	R. P. and W. F. Starr		7 75
"	Savings bank	"	Anth., egg	J. S. Gibbon & Company		13 75
"	Immigration building	"	Anth	J. S. Gibbon & Company		13 75
"	"	"	Bit	R. P. and W. F. Starr		8 15
"	Custom house	"	Bit	R. P. and W. F. Starr		7 75
" West	Post office	"	Anth., egg	McGiverin		15 00
St. Stephen	Post office	Coal per ton—	Anth-Egg	Jos. McVay & Son		12 50
"	"	"	Anth-Nut	Jos. McVay & Son		12 75

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Works.				Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS.—*Continued.*						$ cts.
New-Brunswick—Concluded.						
St. Stephen	Immigration building	Coal per ton	Anth-Stove	Jos. McVay & Son		12 75
Sussex	Post office	"	Bit	Sussex Mercantile Company		8 75
Tracadie (Lazaretto)		"	Anth-Egg	The Stothart Mercantile Company		17 00
" "		"	Bit	The Stothart Mercantile Company		11 00
"	Doctor's Residence	"	Anth-Egg	The Stothart Mercantile Company		17 00
" "	"	"	Anth-Nut	The Stothart Mercantile Company		17 00
Woodstock	Post office	"	Anth-Stove	Fleming C. & W. Company		13 50
"	"	"	Anth-Nut	Fleming C. & W. Company		13 50
Quebec						
Acton Vale	Post office	Coal per ton	Anth-Egg	V. J. Mongeau		9 50
Arthabaska	"	"	Anth-Egg	L. O. Pepin & Fils		10 00
Aylmer	"	"	Anth-Egg	Aylmer Coal & Supply Company		9 50
Berthierville	"	"	Anth-Stove	F. Contu-Lamarche		9 75
Buckingham	"	"	Anth-Egg	Hartt & Adair		8 55
Cap Rouge	Experimental farm	"	Anth-Nut	Hartt & Adair		9 70
Chicoutimi	Post office	"	Anth-Furn	Cote, Boivin & Company		10 00
Coaticook	"	"	Anth-Egg	B. J. Smith & Son		8 90
"	"	"	Anth-Nut	B. J. Smith & Son		9 15
Cookshire	"	"	Anth-Egg	S. T. Osgoode & Son		11 00
Drummondville	"	"	Anth-Egg	J. A. Gendron		10 45
Dundee	Custom house	"	Anth-Stove	Mrs. A. S. Matthews		9 00
"	"	"	Anth-Nut	Mrs. A. S. Matthews		9 25
East Angus	Post office	"	Anth-Egg	J. A. Planche		10 00
Farnham	"	"	Anth-Egg	A. B. Comeau		10 00
Fraserville	"	"	Anth-Egg	La Cie de Charbon de Fraserville		12 50
Granby	"	"	Anth-Egg	Phoenix & Girard		9 00
Hochelaga	"	"	Anth Egg	Hartt & Adair		9 50
"	"	"	Anth-Nut	Hartt & Adair		9 50
Hull	"	"	Anth-Furn	Hull Coal Company		9 50
Iberville	"	"	Anth-Stove	John Donaghy		9 00
Joliette	"	"	Anth-Egg	Ephrem Boldue		9 25
Jonquière	"	"	Anth-Egg	J. P. Marcotte		12 00
Knowlton	"	"	Anth-Furn	A. E. Ralston		9 50
Lachine	"	"	Anth-Egg	Lachine Wood and Coal Company		9 50
"	"	"	Anth-Nut	Lachine Wood and Coal Company		9 75
Lachute	"	"	Anth-Stove	J. D. Campbell		12 00

"	"	"	Anth-Stove	M. Smith			12	00
Lacolle	Immigration office	Coal per ton—Anth., stove		J. E. Masten			9	15
Laprairie	Post office	"	" "	Demers & McGee			9	50
"	"	"	" nut	Demers & McGee			9	50
L'Assomption	"	"	" egg	Chs. Rho.			9	30
Lennoxville	"	"	" stove	Clark & Stewart			9	75
Lévis	"	"	" egg	Paquet & Fils			9	25
Longueuil	"	"	" nut	C. F. Dennicourt			8	40
"	"	"	" egg	C. F. Dennicourt			8	20
Louiseville	"	"	" "	Dr. A. Plante			9	40
Magog	"	"	" "	D. Mullins			9	50
Marieville	"	"	" nut	Alph. Rondeau			9	00
"	"	"	" egg	Alph. Rondeau			9	00
Matane	"	"	" "	J. A. Boulay			15	00
Megantic	"	"	" "	A. H. Evans			11	00
Montmagny	"	"	" "	A. Belanger & Company			11	00
Montreal	Postal station (Delormier St.)	Interior fittings		F. Tremblay & Company	June 1, 1917		1,632	00
"	Custom house	Coal per ton—Anth., furn		Hartt & Adair			9	50
"	Customs canal office	"	" stove	Hartt & Adair			9	50
"	Examining warehouse	"	" bit	Stinson-Reed			8	85
"	New examining warehouse	"	" furn	Hartt & Adair			9	50
"	P. O. station "A"	"	" egg	Hartt & Adair			9	50
"	" "B"	"	" "	Hartt & Adair			9	50
"	" "C"	"	" "	Hartt & Adair			9	50
"	" "D"	"	" "	Hartt & Adair			9	50
"	" "E"	"	" "	Hartt & Adair			9	50
"	" "F"	"	" "	Hartt & Adair			9	50
"	" "H"	"	" furn	Hartt & Adair			9	50
"	" "M"	"	" egg	Hartt & Adair			9	50
"	" "S"	"	" furn	Hartt & Adair			9	50
"	Old *Herald* building	"	" egg	Hartt & Adair			9	50
"	" "	"	" nut	Hartt & Adair			9	50
"	Revenue building	"	" egg	Hartt & Adair			9	50
"	Forestry branch	"	" "	Hartt & Adair			9	50
"	Detention hospital	"	" furn.	Hartt & Adair			9	50
"	" "	"	" stove.	Hartt & Adair			9	50
"	Postal station "A"	Supply and installation of an incline elevator in		The Turnbull Elevator M'f'g. Co	Sept. 6, 1917		1,400	00
"	Customs examining warehouse.	Metallic storage cases for stationery		The Steel Equipment Co., Ltd	Sept. 15, 1917		1,987	00
Murray Bay	Post office	Coal per ton—Anth., egg		Canadian Import Company.			14	95
Nicolet	"	"	" "	Jacques Courteau			10	50
Pierreville	"	"	" "	Laperriere & Son			9	20
Plessisville	"	"	" "	La Fonderie de Plessisville			14	00
Quebec	Custom house	"	" "	Canadian Import Company.			10	90
"	"	"	" furn	" " "			10	90
"	Marine Agency	"	" "	" " "			10	90
"	Examining warehouse	"	" "	" " "			10	90
"	Immigration-hospital	"	" egg	" " "			10	90
"	"	"	" stove	" " "			10	90

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Works.			Names of Contractors.	Date of Contract.	Amount.
					$ cts.
PUBLIC BUILDINGS.—*Continued.*					
Quebec—Concluded.					
Quebec	Immigration building	Coal per ton—Anth. egg	Canadian Import Company		10 90
"	"	" " furn	" " "		10 90
"	Post office	" " "	" " "		10 90
"	Gov. Generals quarters	" " "	" " "		10 90
"	"	" " stove	" " "		10 90
"	Weights and measures	" " furn	" " "		10 90
" (Faubourg St-Jean)	Public building	Fittings	Joseph Bourque	Jan. 11, 1918	1,250 00
Richmond	Post office	Coal per ton—Anth., egg	E. J. Pearson		9 50
Rigaud	"	" " "	B. Decoste		10 00
"	"	" " nut	B. Decoste		10 00
Rimouski	"	" " egg	Talbot Ltd		10 50
Roberval	"	" " "	Cote, Boivin & Company		9 50
Rock Island	"	" " furn	Frederick Young		9 00
"	"	" " nut	Frederick Young		8 75
Shawinigan	"	" " egg	C. H. Flammand		11 00
Shawville	"	" " "	Hartt & Adair		9 35
Sherbrooke	"	" " "	Coderre & Son		9 50
Sorel	"	" " "	Alexis Martin		8 35
Spirit Lake	Experimental farm	" " nut	Hartt & Adair		12 25
Ste. Agathe	Post office	" " egg	O. C. Glen		11 00
Ste. Anne de la Pocatière	Experimental farm	" " stove	Hartt & Adair		9 80
St. Henri (Montreal)	Post office	" " egg	Hartt & Adair		9 50
St. Hyacinthe	"	" " "	A. Cadorette		8 50
"	Inland revenue	" " "	A. Cadorette		8 50
St. Jerome	Post office	" " furn	J. D. Fournelle		10 00
St. Johns	"	" " egg	J. Donaghy		9 00
"	"	" " stove	J. Donaghy		9 00
"	Custom house	" " egg	J. Donaghy		9 00
St. Lambert	Post office	" " stove	C. W. Smiley		9 25
"	"	" " nut	C. W. Smiley		9 25
St. Laurent, Montreal	Post office	Coal per ton—Anth., egg	Albert Hodge		10 75
St. Roch, Quebec	"	" Anth., furn	Canadian Import Co.		10 90
St. Sauveur, Quebec	"	" Anth., egg	"		10 90
Ste. Therese	"	" " "	A. Blanchard		10 00
St. Tite	"	" Anth., stove	M. Lebrun		12 00
"	"	Interior fittings	The J. T. Schell Company	June 29, 1917	778 00

"	"	Lighting of		La Cie Electrique de Champlain	Feb. 12, 1918.	0.10c. per K.W. and 10% discount.	
Ferrebonne	"	Coal per ton—Anth , egg		M. Moody & Son Company			9 10
Thetford Mines	"	"	" "	P. E. Beaudoin			14 00
Three Rivers	"	"	" "	Z. Marchand			10 00
"	Public building	Supply of electric current for light and power		North Shore Power Company	For one year	Sched. of rates.	
"	"	Supply and installation of Customs and Inland Revenue fittings		The J. T. Schell Company	Nov. 9, 1917		6,725 00
Valleyfield	Post office	Coal per ton—Anth., egg		S. Langevin			8 75
Victoriaville	"	"	" "	L. O. Pepin & Son			10 00
Westmount	P.O. station	"	" "	Hartt & Adair			9 50
		Ontario.					
Alexandria	Post office	Coal per ton—Anth., egg		Morris Bros			8 75
Almonte	"	"	" "	T. R. White			9 50
"	"	"	" " nut	" "			9 75
Amherstburg	"	"	" furn.	The Falls-Barrow Company			8 50
Arnprior	"	"	" egg	R. S. Drysdale			9 50
Athens	"	"	" furn.	G. W. Beach			10 00
Aurora	"	"	" egg	Alf. Butcher			8 75
"	"	"	" nut	"			9 00
Aylmer	"	"	" egg	Jos. Davis			8 75
Barrie	"	"	" "	Lewis & Co			8 75
"	"	"	" nut	"			9 00
Belleville	"	"	" stove	N. Allen			9 50
Bowmanville	"	"	" "	E. W. Loscombe			9 00
"	"	"	" nut	"			9 00
Bracebridge	"	"	" stove	G. W. Ecclestone			9 75
Brampton	"	"	" "	J. A. Hocking			9 00
"	"	"	" nut	"			9 00
Brantford	"	"	" egg	The Gibson Coal Company			8 40
Bridgeburg	"	"	" "	E. Benner & Son			7 80
Brockville	"	"	" furn.	Brockville Lumber Company			9 00
"	"	"	" stove	" "			9 00
Burford	"	"	" egg	Burford C. & G. Company			8 50
"	"	"	" nut	" "			9 00
Cardinal	"	"	" stove	E. V. Dodge			9 00
Carleton Place	"	"	" egg	Fred. Morris			8 75
Cayuga	Public building	Plumbing and Heating System		P. J. Minnes & Company	Dec. 31, 1917.		2,196 00
Chatham	Post office	Coal per ton—Anth., furn		A. R. Crow			8 00
Chesley	"	"	" egg	M. A. Halliday			10 00
Clinton	"	"	" "	Chas. Twitchell			8 25
"	"	"	" nut	Chas. Twitchell			8 25
Cobourg	"	"	" egg	Geo. Plunkett & Son			8 75
Collingwood	"	"	" "	Toner & Gregory			9 00
"	"	"	" nut	Toner & Gregory			9 00
Cornwall	"	"	" egg	Jos. Broderick			8 25

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Works.			Names of Contractors.	Date of Contract.	Amount.
					$ cts.
PUBLIC BUILDINGS (Continued).					
Ontario—Continued.					
Cornwall	Post Office	Coal per ton—Anth., nut	Jos. Broderick		8 50
Deseronto	"	" " furn	The Deseronto Coal Company		9 00
Dresden	"	" " egg	Garnet Wells		9 00
"	"	" " nut	Garnet Wells		9 00
Dundas	"	" " egg	W. Cooper & Company		8 90
Eganville	"	" " "	John Lisk		10 50
Elora	"	" " stove	C. Fisher		9 00
Fergus	"	" " "	A. E. Nichol		9 50
Fort William	"	" " egg	Fort William I & F Company		9 85
" "	Examining warehouse	" " "	Fort William I & F Company		9 85
" "	" "	" " nut	Jas. Murphy		10 00
Galt	Post office	" " egg	W. A. Smith		9 00
Gananoque	Customs house	" " "	Jas. Taylor & Son		9 75
"	Post office	" " "	Jas. Taylor & Son		9 75
Glencoe	"	" " furn	McAlpine Bros		8 15
"	"	" " nut	McAlpine Bros		8 40
Goderich	"	" " egg	H. J. A. MacEwan		9 00
"	"	" " nut	H. J. A. MacEwan		9 00
Grimsby	"	" " stove	J. H. Gibson		8 50
"	"	" " nut	J. H. Gibson		8 50
Guelph	"	" " egg	Kloepfer Coal Company		8 50
Hamilton	"	" " "	Gillies-Guy		9 00
"	"	" Bit	Gillies-Guy		9 00
"	Weights and measures	" Anth., egg	Gillies-Guy		9 00
Hanover	Post office	" " "	W. H. Eydt		8 75
Harriston	"	" " furn	John Howes		9 25
"	"	" " nut	John Howes		9 25
Hawkesbury	"	" " egg	W. Wilson		9 00
Ingersoll	"	" " "	Scott & Daniels		10 70
Kapuskasing	Experimental farm	" " furn	Fort William Coal Dock Co		8 25
"	" "	" " nut	Fort William Coal Dock Co		11 00
Kemptville	Post office	Coal per ton—Anth., stove	L. C. Patterson		8 75
"	"	" " nut	"		9 00
"	Gov't property	Levelling of lot, building of retaining walls, etc.	James Todd	Oct. 13, 1917	925 00
Kenora	Post office	Coal per ton—Anth., egg	Murphy Bros		11 00
Kincardine	"	" " furn	J. W. Wilson		9 00

"	"	"	"	nut	"	"		9 25
Kingston	"	"	"	egg	S. Anglin & Company			10 00
"	"	"	"	nut	" "			10 00
"	Inland revenue	"	"	egg	" "			10 00
"	"	"	"	nut	" "			10 00
"	Customs house	"	"	egg	" "			10 00
"	"	"	"	nut	" "			10 00
"	Naval Service R.M.C.	Erection of gymnasium for			H. Hunter		Jan. 9, 1918.	1,994 00
Kitchener	Post office	Coal per ton—Anth., egg			Kloepfer & Company			8 75
Lakefield	"	"	"	egg,	W. J. Charlton			10 00
"	"	"	"	nut	"			10 00
Leamington	"	"	"	egg	D. Smith			9 00
"	"	"	"	nut	"			9 00
Lindsay	"	"	"	egg	Flavelles, Ltd			9 50
"	"	"	"	nut	"			9 50
Listowell	"	"	"	egg	Robert Oliver			8 50
"	"	"	"	nut	R. T. Kemp & Son			8 75
London	"	"	"	egg	Wm. Buchanan			9 50
"	Customs house	"	"	egg	"			9 50
"	"	"	"	Bit	"			8 50
Markham	Post office	"		Anth., stove	R. Welsh			9 00
Midland	"	"	"	egg	D. S. Pratt			9 75
"	"	"	"	nut	"			9 75
Mildmay	"	"	"	nut	Alex. Kramer			9 25
Milton	"	"	"	egg	Blain & Hammant			8 50
"	"	"	"	nut	" "			8 50
Milverton	"	"	"	egg	F. Weidenhold			8 50
Mitchell	"	"	"	furn	R. J. Cook			8 75
"	"	"	"	nut	"			9 00
Mount Forest	"	"	"	egg	E. E. Broughton			8 25
"	"	"	"	nut	"			8 50
Napanee	"	"	"	stove	Chas. Stevens			9 00
"	"	"	"	nut	"			9 00
Newmarket	"	"	"	furn	Oliver Dike			9 00
Niagara Falls	"	"	"	egg	W. E. Thomas			8 50
"	"	"	"	nut	"			8 50
North Bay	"	"	"	egg	North Bay Fuel Co			9 75
Norwich	"	"	"	Anth., egg	Corbett & Connell			9 00
"	"	"	"	Anth., stove	"			9 00
Ontario	Post offices generally	Sorting cases			The Berlin Interior Hardwood Co., Ltd		July 27, 1917.	1,450 00
"	Dominion public buildings	200 four cap drawer vertical filing sections No. 14CV			Office Specialty M'f'g. Co., Ltd		Aug. 22, 1917.	8,290 00
Orangeville	Post office	Coal per ton—Anth., egg			C. C. G. Hannah			9 10
Orillia	"	"	"	Anth., egg	S. E. Carrs Lumber Company			9 25
"	"	"	"	Anth., nut	" "			9 50
Oshawa	"	"	"	Anth., egg	E. V. Lander			9 50
"	"	"	"	Anth., nut	"			9 50
Ottawa	Dominion public buildings	100 metallic filing cabinets			The Steel Equipment Co., Ltd		April 19, 1917.	4,800 00
"	Dept. of Trade & Commerce—(Record room)	Steel fittings			Office Specialty M'f'g. Co., Ltd		May 2, 1917.	2,275 00

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Works.		Names of Contractors.	Date of Contract.	Amount.
PUBLIC BUILDINGS—*Continued.*				$ cts.
Ontario—Continued.				
Ottawa	Dept. of Militia & Defence—(Mobilization office)—Metallic four cap drawer vertical filing cabinets	The Steel Equipment Co., Ltd.	May 3, 1917.	2,630 00
"	Public buildings—Metallic four cap drawer vertical filing detachable end sections	Office Specialty M'f'g. Co., Ltd	May 4, 1917.	10,600 00
"	Parliament buildings—Fireproofing, etc	Montreal Terra Cotta Company	May 7, 1917.	11,102 50
"	" " "	Sun Brick Company	May 7, 1917.	17,337 50
"	" " —Supply of 5,000 pieces of spruce planking for	Estate of James Davidson	May 7, 1917.	5,200 00
"	" " —Supply of Arch tile terra cotta for	National Fireproofing Co. of Canada, Ltd	May 7, 1917.	101,473 75
"	Dept. of Militia & Defence—(Mobilization audit office)—Metallic cases	Office Specialty M'f'g. Co., Ltd	May 14, 1917.	8,195 00
"	Dept. of Inland Revenue—Filing sections	The Steel Equipment Co., Ltd	May 25, 1917.	629 00
"	Post office Dept.—(Money Order branch)—Metallic fittings	" "	June 7, 1917.	4,075 00
"	Interior Dept.—(Immigration branch) " "	" "	June 7, 1917.	145 00
"	Dept. of Militia & Defence—(Record office)—Metallic card index drawer	" "	July 9, 1917.	675 00
"	East block (Departmental building)—Fire escapes	The Campbell Steel & Iron Works Ltd	July 18, 1917.	3,450 00
"	Post office Dept. (Postage stamp branch)—Metallic fittings	The Steel Equipment Co., Ltd	July 18, 1917.	435 00
"	Victoria Memorial Museum building—(National Art Gallery of Canada)—Metallic cases for	The Steel Equipment Co., Ltd.	July 20, 1917.	1,138 00
"	Parliament buildings—Supply of 5,000,000 common brick	The National Brick Co., of Laprairie Ltd.	July 25, 1917.	12.00 p.m.
"	Public buildings—Supply of coal for 1917-18	John Heney & Son Ltd., and The C. C. Ray Co., Ltd	Aug. 7, 1917.	Sched. of prices.
"	Dominion public buildings—Supply of 200 four cap drawer vertical filing sections No. 11CV	Office Specialty M'f'g. Co. Ltd	Aug. 22, 1917.	8,200 00
"	Parliament buildings—Supply of 33,000 barrels of Portland cement	Canada Cement Company, Ltd.	Sept. 8, 1917.	$2 18½ per bbl.
"	" " —Supply of enamelled brick	Dartnell Ltd.	Sept. 8, 1917.	6,500 00
"	Departmental buildings—Supply of tungsten lamps for	The Canadian Tungsten Lamp Co., Ltd.	Sept. 18, 1917.	5,798 50
"	Parliament buildings—Plumbing—pipes & fixtures	W. J. McGuire, Ltd.	Sept. 20, 1917.	129,900 00
"	" " —Supply of Tyndall stone	Wallace Sandstone Quarries, Ltd.	Sept. 22, 1917.	150 708 00

Ottawa	Parliament buildings	Supply of marble for stairs, landings & corridor paving	The Mississquoi Marbles, Ltd	Sept. 22, 1917.	109,880 00
"	Post office	Alterations and additions to Post office and Money order office fittings	Jos. Bourque	Sept. 24, 1917.	5,450 00
"	Parliament buildings	Supply of Hy-Rib	The Trussed Concrete Steel Co. of Canada	Sept. 26, 1917.	16,480 00
"	Wellington street roadway	Repairing and resurfacing of	Ottawa Construction Co., Ltd	Sept. 27, 1917	Sched. of prices.
"	Parliament buildings	Roofing and sheet metal work	W. E. Dillon, Ltd	Oct. 1, 1917.	76,100 00
"	Dept. of Militia & Defence—(O.A.A.C. building, Record office)	Metallic curtain case S.1807	The Steel Equipment Co., Ltd	Oct. 9, 1917.	1,095 00
"	Dept. of Militia & Defence—(O.A.A.C. building, Record office)	Card index cases S.1815	Office Specialty Mf'g. Co., Ltd	Oct. 9, 1917.	2,695 00
"	Public buildings	Supply of 400 four cap drawer filing sections	The Steel Equipment Co., Ltd	Oct. 19, 1917.	16,320 00
"	Dept. of Militia & Defence (O.A.A.C. build.) Rec. office.	Metallic card index drawers and cases S. 1813.	Office Specialty Manufacturing Co., Ltd	Oct. 29, 1917.	10,400 00
"	Finance Department	Extension to East block—(Macerative plant of currency branch).	Doran and Devlin	Nov. 5, 1917.	7,400 00
"	Dominion buildings	Supply of 51 uniforms for Elevator attendants of	The Two Macs, Ltd	Dec. 6, 1917.	30 00 p.suit.
"	Customs building (Assistant Registrar Secretary of State).	Metallic fittings	Office Specialty Manufacturing Co., Ltd	Dec. 17, 1917.	4,192 00
"	Finance Department—(War loan vault)	Fittings	" " "	Jan. 4, 1918.	949 00
"	Secretary of State—(Connaught Building) Room 512	Metallic fittings	" " "	Jan. 14, 1918.	549 00
"	Dominion Public buildings	Supply of 125 four cap drawer vertical filing sections No. 22 C. V. (S-1945)	" " "	Jan. 25, 1918.	5,600 00
"	" "	Supply of 200 four cap drawer vertical filing sections No. 14 C. V. S-1950)	The Steel Equipment Company, Ltd	Feb. 1, 1918.	8,160 00
"	Victoria memorial museum	Supply of 1,000 trays for storage, case style "E"	The Brockville Lumber Company, Ltd	Feb. 4, 1918.	880 00
"	Dept. of the Interior—(Lands patent branch)	Metallic fittings	Art Metal Construction Company	Feb. 20, 1918.	473 00
"	Government Printing Bureau	Installation of two freight elevators	Otis-Fensom Elevator Co., Ltd	Mar. 5, 1918.	7,935 00
"	Canadian building	Alterations and additions to toilet accommodation in	McKinley and Northwood	Mar. 5, 1918.	2,690 00
"	Parliament buildings	Heating and ventilating equipment	W. G. Edge, Ltd	Mar. 28, 1918.	386,000 00
"	" "	Two traction elevators for office blocks	Otis-Fensom Elevator Co., Ltd	Mar. —, 1918.	3,194 00
Owen Sound	Post office	Coal per ton—Anth., egg	Davis-Smith-Malone Co		8 70
Palmerston	"	" Anth., egg	E. B. Warren		10 00
"	"	"	O. B. Henry & Co		9 00
Paris	"	" Anth., egg	Paris C. & L. Company		9 00
"	"	" Anth., stove	" "		9 00

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Works.			Names of Contractors.	Date of Contract.	Amount.
					$ cts.
PUBLIC BUILDINGS—*Continued.*					
Ontario—Continued.					
Parkhill	Post office	Coal per ton—Anth., stove	Wm. Leary		8 50
"	"	" Anth., nut	"		8 50
Pembroke	"	" Anth., egg	Dunlop & Company		10 10
Peterborough	"	" Anth., egg	H. B. Taylor & Son		10 00
"	Custom house	" Anth., stove	" "		10 00
Picton	Post office	Anth., egg	W. H. Lake		10 00
"	"	" Anth., stove	Hyatt & Ralston		10 00
"	"	" Anth., nut	" "		10 00
Port Arthur	"	" Anth., egg	Louis Walsh Coal Co.		9 75
"	"	" Anth., nut	" "		9 75
"	Examining warehouse	" Bit	Thunder Bay L. & F. Company		9 75
"	"	" Supply of 30 H.P. at 2 200 volts for 3 years, self renewing	The Public Utilities Commission of the City of Port Arthur	Oct. 19, 1917	$1.00 per month p. H.P., 0·02c. per kil. hour first 50 hours, 0·013c. for 2nd 50 hours and 0·0015c. for balance.
Port Colborne	Post office	Coal per ton—Anth., egg	D. W. Carter		8 65
Port Hope	"	" Anth., egg	J. M. Rosevear & Company		9 00
"	"	" Anth., nut	" "		9 00
Port Perry	"	" Anth., egg	C. L. Vickery		10 25
Prescott	Custom House	" Anth., egg	James Buckley		9 00
"	Post Office	" " egg	"		9 00
Preston	"	" " stove	Jos. Gillies & Son		9 50
Renfrew	"	" " stove	James Ward		11 75
Sandwich	"	" " egg	Eug. Breault		8 50
Sarnia	"	" " egg	Clark Coal Company		8 75
"	"	" " nut	"		9 00
Sault Ste. Marie	"	" " egg	Sault Ste. Marie C & W Company		9 75
"	"	" Grate	" " "		9 50
Seaforth	"	" Anth., egg	W. L. Keys		8 00
Shelburne	"	" " egg	Jelly & Mowatt		9 00

Sfielhurne	Post office	Coal per ton	Anth.,	stove	Jelly & Mowatt		9 00
Smiths Falls	"	"	"	egg	C. H. Crozier & Company		10 00
"	"	"	"	nut	" "		10 00
Steelton	"	"	"	nut	Sault Ste. Marie C & W Company		10 00
"	"	"	"	stove	" " "		10 00
Stratford	"	"	"	egg	Fiebig & Hegey		9 50
Strathroy	"	"	"	furn	R. W. Nicholson		8 25
"	"	"	"	nut	"		8 50
St. Catharines	"	"	"	egg	Cloney & Winton		9 25
St. Marys	"	"	"	egg	A. Deveney		9 50
"	"	"	"	nut	"		9 50
St. Thomas	"	"	"	egg	F. J. Moore		8 70
Sudbury	"	"	"	furn	W. H. Cox Coal Co		9 50
Toronto	Custom House	"	Grate		P. Burns & Company		9 50
"	"	"	Anth.,	nut	" "		9 50
"	"	"	"		" "		9 50
"	Express Building	"	"	stove	" "		9 50
"	"	"	"	egg	" "		9 50
"	"	"	"		" "		9 50
"	Examining Warehouse	"	Grate		" "		9 50
"	"	"	"		" "		9 50
"	Post Office	"	Anth.,	egg	" "		9 50
"	"	"	"	furn	" "		9 50
"	"	"	"	stove	" "		9 50
"	"	"	"	nut	" "		9 50
"	"	"	"	nut	" "		9 50
"	52 Adelaide St	"	"	egg	" "		9 50
"	22 "	"	"	egg	" "		9 50
"	22 Adelaide St	Coal per ton	Anth.,	nut	" "		9 50
"	Postal terminals	"	Anth.,	egg	" "		9 50
"	Postal station "C"	"	Anth.,	egg	" "		9 50
"	" "D"	"	Anth.,	egg	" "		9 50
"	" "F"	"	Anth.,	egg	" "		9 50
"	" "F"	"	Anth.,	nut	" "		9 50
"	" "G"	"	Anth.,	egg	" "		9 50
"	" "G"	"	Anth		" "		9 50
"	" "K"	"	Anth.,	egg	" "		9 50
"	" "K"	"	Anth.,	nut	" "		9 50
"	Revenue office	"	Anth.,	egg	" "		9 50
"	"	"	Anth.,	nut	" "		9 50
"	"	"	Anth		" "		9 50
"	P. O. garage	"	Anth.,	furn	" "		9 50
"	"	"	Anth.,	egg	" "		9 50
"	"	"	Anth		" "		9 50
"	59 Victoria St.	"	Anth.,	egg	" "		9 50
"	"	"	Anth.,	nut	" "		9 50
"	"	"	Anth		" "		9 50
Trenton	Post office	"	Anth.,	egg	J. G. Squire		8 50
"	Public building	Alterations, etc., to P.O., fittings, etc.			J., R. J., J. E. & R. E. Whitley	Sept. 8, 1917	4,666 00

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Works.			Names of Contractors.	Date of Contract.	Amount.
					$ cts.
PUBLIC BUILDINGS—*Continued.*					
Ontario—Concluded.					
Uxbridge	Post office	Coal per ton—Anth., egg	Moore Bros.		8 80
"	"	" Anth., nut	"		9 20
Walkerton	"	" Anth., egg	Alex. George		9 00
Walkerville	"	" Anth., egg	Woollatt		9 25
Waterloo	"	" Anth., egg	W. Hogg		8 75
Welland	"	" Anth., egg	O. W. Rice Company		8 75
Whitby	"	" Anth., egg	E. R. Blow		8 75
Wingham	"	" Anth., nut	J. A. Maclean		9 50
"	"	" Anth., furn	"		9 00
Woodstock	"	" Anth., egg	A. Hastings & Son		9 00
Manitoba.					
Brandon	Experimental farm	Coal per ton—Anth., stove	T. E. Elviss		13 00
"	" "	" Bit., Can	"		9 75
"	Post office	" Anth., stove	Barclay & O'Hara		13 00
"	"	" Bit., Can	T. E. Elviss		9 75
"	Immigration building	" Bit., Can	Barclay & O'Hara		5 00
"	" "	" Anth., stove	"		13 00
"	Experimental farm	Dairy cattle barn, construction of	A. E. Bullock	Sept. 25, 1917	21,959 60 and unit prices for any additional work.
"	" "	Horse barn, construction of	A. E. Bullock	Sept. 25, 1917	13,030 90 and unit prices for any additional work.
"	" "	General utility building and shed	A. E. Bullock	Sept. 25, 1917	7,211 00 and unit prices for any additional work.
Carman	Post office	Coal per ton—Anth., egg	Western Coal Company		11 35
Dauphin	"	" Anth., egg	" "		12 15
Deloraine	"	" Anth., nut	Wm. Chalmers		14 65
"	"	" Bit	"		11 00
Emerson	"	" Anth., furn	Western Coal Company		10 70

Emerson	Post office	Coal per ton—	Bit., Can	Western Coal Company			11 50
Le Pas	"	"	Anth., stove	Lake Lumber Company			14 50
Minnedosa	"	"	Anth., Egg	Western Coal Company			11 85
Morden	"	"	" " "	" "			11 25
Neepawa	"	"	" " "	" "			11 75
"	"	"	" Stove	" "			11 90
Portage La Prairie	"	"	" Egg	Wm. Richardson			12 50
" "	"	"	" Nut	"			12 80
" "	"	"	Bit., Can	"			13 65
" "	Armoury	"	Anth., Egg	Western Coal Company			11 35
" "	"	"	Bit	Wm. Richardson			13 65
Selkirk	Post office	"	Anth., Egg	Thos. Reid			12 00
Souris	"	"	Bit	T. H. Patrick			9 50
"	"	"	Anth., Stove	"			13 45
Stonewall	"	"	" Egg	Winnipeg S. & F. Co.			12 50
St. Boniface	"	"	" Egg	Western Coal Company			12 00
Virden	"	"	" Egg	" "			12 45
Winnipeg	Immigration hall No. 1	"	" Egg	J. G. Hargrave			12 00
"	" "2"	"	" Egg	"			12 00
"	Immigration hospital "3"	"	" Egg	Winnipeg S. & F. Company			12 00
"	Post office	"	" "	Western Coal Company			12 00
"	Custom house	"	" "	Winnipeg S. & F. Company			12 00
"	New examining warehouse	"	" "	J. G. Hargrave			12 00
"	" "B"	"	" "	Western Coal Company			12 00
"	Postal station "B"	"	" "	" "			12 00
"	" "D"	"	" Stove	Winnipeg S. & F. Company			12 00
"	Immigration building	Incline mail elevator		Canadian Mathews Gravity Carrier Co., Ltd.	Aug. 20, 1917.	1,375 00	
"	Old immigration building	Alterations in basement for postal station.		W. J. Hood	Aug. 20, 1917.	4,088 00	
"	Immigration building	Alterations for accommodation of postal station "A."		"	Sept. 12, 1917.	2,373 00	
"	" "	" "	"	"	Sept. 24, 1917.	973 50	
"	Postal station "A"	Supply of one electric freight elevator.		Otis-Fensom Elevator Company, Limited	Mar. 2, 1918.	4,140 00	

Alberta.

Athabaska Landing	Immigration office	Coal per ton—	Bit., Can	Athabaska Fuel Company			5 00
Bassano	Post office	"	Galt	Atlas Lumber Company			8 60
Calgary	Examining warehouse	"	Bit	Frank R. Riley			5 45
Castor	Immigration office	"	Bit	A. D. McCormick			3 75
Edmonton	" building	"	Lignite	Dawson Coal Company			4 50
"	Post office	"	"	" "			4 50
Edson	Immigration office	"	Bit	" "			8 10
Entwistle	"	"	Anth., Stove	" "			5 75
Grande Prairie	Immigration Office	"	Bit	Guthrie & Kitchen			7 50
High Prairie	Dominion Lands Office	"	Bit	Sturgeon Con. Colleries			3 50
Lacombe	Experimental Farm	"	Semi-Anth	H. A. Day			8 25
"	" "	"	Bit	"			6 00
"	" "	"	Anth., egg	"			8 25

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Works.				Names of Contractors.	Date of Contract.	Amount.
						$ cts.
PUBLIC BUILDINGS—*Concluded.*						
Alberta—Concluded.						
Lethbridge	Post Office	Coal per ton	Bit., Can.	City Cartage Company		5 37½
"	New Public Building	"	Bit.	" "		5 37½
"	Experimental Farm	"	Bit.	C.P.R. Coal Mines		4 80
Peace River	Post Office	"	Bit.	Stewart Coal Company		8 50
Red Deer	Public Building	"	Bit.	Hewson & Sons		5 50
Strathcona	Post Office	"	Bit.	Great West Coal Company		5 00
Vermilion	Immigration Office	"	Can. Anth.	Alberta Western Lumber Company		8 75
"	Post Office	"	Anth., stove	" " "		8 75
Viking	Immigration Office	"	Can. Anth.	S. W. Jones		15 50
"	" "	"	Bit., Can.	"		10 00
Wainwright	" "	"	Bit., Can	S. D. Mills		6 60
Wetaskiwin	" "	"	Bit.	Geo. H. Baylis		6 70
Saskatchewan.						
Battleford	Post Office	Coal per ton	Bit.	North Battleford Manufacturing		8 00
"	"	"	Blairmore	Mackenzie & Thayer		9 75
"	"	"	Bit.	" "		8 00
" (North)	"	"	Anth., egg	North Battleford Manufacturing		13 75
Estevan	"	"	Bit., Can	T. D. Munro		2 30
Gravelbourg	"	"	Anth., stove	Arthur Dubuisson		15 25
"	"	"	Bit.	"		10 75
Humboldt	"	"	Anth., furn.	Humboldt Fuel Supply		8 00
Indian Head	Experimental Farm	"	Anth., egg	Jas. Conn		13 00
"	" "	"	Bit.	"		9 50
"	Forest Nursery	"	Anth., egg	"		13 00
"	"	"	Anth., stove	"		13 00
"	"	"	Bit., Can.	"		9 50
Kerobert	Immigration Office	"	Bit.	Lumber Manufacturers' Yards		9 50
Lloydminster	Hall	"	Bit., Can.	Jas. Vincent		6 00
"	Post Office	"	Bit.	"		6 00
Maple Creek	"	"	Anth., furn.	A. A. Menely & Company		14 00
"	"	"	Bit., Can	" "		8 00
Melfort	"	"	Can., Anth., stove	Beaver Lumber Company		12 40
Moose Jaw	"	"	Anth., egg	C. W. Milestone		12 10

Moosejaw	Immigration building	Coal per ton—Bit-Can	W. Hannah			8 75
"	Public building	Extension to observat. gallery in	H. E. Forbes	Feb. 16, 1918..		1,028 40
North Portal	Immigration building	Coal per ton—Anth., nut	F. R. Waddington			15 50
"	"	" Bit	" "			5 50
Regina	Post office	" Anth., furn	Whitmore Bros			12 50
"	Dominion lands	" " "	"			12 50
"	" "	" Bit	"			9 25
"	Immigration hall	" Bit	"			9 25
"	Receiver General's office	" Bit	"			8 50
"	Alter. to Customs express off. & e'x'g. w'house in Dom. Lands b'ld'g		Wilson & Wilson, Ltd	Oct. 5, 1917		2,785 00
"	Dominion Lands building	Electric elevator in	Otis-Fensom Elevator Co. Ltd	Nov. 7, 1917..		1,195 00
"	Old *Royal Bank* building	Alterations for post office purposes	Wilson & Wilson, Ltd	Dec. 12, 1917..		7,900 00
Rosthern	Experimental farm	Coal per ton—Bit	Reliance Lumber Company			9 50
Saskatoon	Post office	" Anth., egg	McKenize & Thayer			9 50
"	Immigration building	" Anth., egg	" "			9 50
Scott	Experimental farm	" Anth., egg	Beaver Lumber Company			11 50
"	" "	" Bit	" "			8 50
Sutherland	Nursery station	Water service	The Corporation of the Town of Sutherland..	May 30, 1917..	11c. p. 100 c. ft.	
Unity	Immigration building	Coal per ton—Bit	Unity Lumber Company			7 00
Wadena	" "	" Bit	Prince Rupert L. Co			8 75
Weyburn	Post office	" Bit	Critenden & Gilchrist			8 50
Wilkie	Immigration building	" Bit-Can	Reliance Lumber Company			10 00
"	" "	" Anth., stove	" "			15 50
Yorkton	Post office	" Anth., egg	C. S. Hiltgen & Company			14 00
"	"	" Bit	" "			9 00
		British Columbia.				
Ashcroft	Temporary Public building	Construction of addition to	Edward Hunt	Sept. 26, 1917.		957 00
William Head	Supply of water from Sooke Lake, B.C., for "Quarantine stn."		C. H. Rush & Corporation of City of Victoria.	Feb. 20, 1918..	6c. p. 1,000 galls. during 21 years. (Renewable.)	

The following contract was received too late for insertion in last year's (1916-1917) annual report.

Shawinigan Falls	Public bld'g	Concrete paving, repairs to sidewalk, levelling, etc.	Moïse Boisvert	Aug. 15, 1915.		438 40

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Works.	Names of Contractors.	Date of Contract.	Amount.
HARBOURS AND RIVERS			$ cts.
New Brunswick.			
Hardwicke (McLean's Gully). ..... Dredging ..... Class "B" per cu. yd.	F. A. Fowlie	Feb. 4, 1918	0 36
St. John (Sand Point Slip) ..... Grain conveyor at shed No. 5 Rebuilding of	J. A. Grant & Ern. G. Thorne	Nov. 19, 1917	7,000 00
St. John West Tracks for Gov't. to serve shed No. 16 on west side of Harbour. Construction of	Canadian Pacific Railway Company.....	April 12, 1917	Actual cost plus commission of 10 p.c. of such costs for overhead charges including original construction and annual maintenance.
St. John West Cleaning up deep water berths. Class "B" per cu. yd.	J. S. Gregory.....	Nov. 2, 1917	0 10
Quebec.			
Laprairie ..... Protection works (Improvements and completion of protection dyke) ..... Construction of	Quinlan & Robertson Ltd.....	Sept. 24, 1917	Actual cost of said works plus 10 p.c.
Lauzon ... Transmission pole line between new and old dry docks ... Construction of	Wright & Lonergan.....	" 12, 1917	3,693 00
St. Charles River ...Steel plate girder bridge over the sluiceways..... "	Dominion Bridge Company, Limited.....	Nov. 5, 1917	Actual cost of work plus 10 p.c. not to exceed 31,866 00
St. Germain de Rimouski ... . Extension of water service to Government wharf	Municipal Council of Town of St. Germain de Rimouski.....	Feb. 15, 1918	6,000 00
St. Germain de Rimouski ..... Supply of water to Government wharf.	" " "	" 15, 1918	300 00 p. annum during 10 yrs.

		Ontario.			
Fort William	Dredging	Additional quantity of 184,295 cu. yds. Class "B" in Main River	Great Lakes Dredging Company, Limited	Mar. 28, 1918	0 22½
"	For cutting away point of bend in Kaministiquia river, Ont.	Class "B" p.c. yd	" " "	" 28, 1918	0 10½c. plus 0 5c. overtow.
Point Edward	Removal of any obstruction which may form in bed of river St. Clair, Ont.		The Chick Contracting Co. Ltd.		
Port Arthur	Additional dredging at wharf	Class "A" p. cu. yd	W. E. Phin	Aug. 17, 1917	2 00
"	" " "	" "B" p. cu. yd	"	" 17, 1917	0 13
"	Temporary pile protection breakwater	Construction of	The Thunder Bay Harbor Improvement Co., Ltd	Dec. 31, 1917	Schedule of prices.
		Manitoba.			
Selkirk	Supply of electric power to Government shipyard		Town of Selkirk	Mar. —, 1918	Minimum charge $20.00 p. m'th, during 18 m'ts from Mar. 1918
St. Andrews Locks	Supply of electric power for lighting public works on Red River, Man		The Winnipeg Selkirk & Lake Winnipeg R'y Co		600 00 p. annum
		British Columbia.			
Vancouver	Wooden freight shed and fireproofing of grain conveyor supports on west side of wharf		J. P. Hodgson & F. T. Ring	Mar. 5, 1918	128,274 00
Victoria	Shed required for accommodation in connection with piers Nos. 2 and 3.	Construction of	Grant Smith & Co. & McDonnell Ltd	Sept. 12, 1917	Actual cost of said works plus 10 p.c.
		Vessels Dredges and Plant.			
Supply of brooms and brushes for departmental dredging plant for Ontario and Quebec, for 1917-1918.			The Bœckt Bros. Company, Limited	April 18, 1917	Schedule of prices.
"	rubber hose for departmental dredging plant for Ontario and Quebec, for 1917-18		Canadian Consolidated Rubber Co. Ltd.	" 18, 1917	"
"	" " " "	"	Goodyear Tire & Rubber Co. of Canada Ltd.	" 18, 1917	"
"	" " " "	"	Dunlop Tire & Rubber Goods Co. Ltd	" 18, 1917	"
"	metallic hose " "	"	The Canadian Fairbanks-Morse Co. Ltd	" 18, 1917	"
"	oils and grease " "	"	The Imperial Oil Company Limited.	" 18, 1917	"
"	packing " "	"	The Garlock Packing Company	" 18, 1917	"
"	" " "	"	The General Supply Co. of Canada, Ltd	" 18, 1917	"
"	paints and paint oils for departmental dredging plant for Ontario and Quebec, for 1917-1918.		Ottawa Paint Works Ltd.	" 18, 1917	"
"	screened coal for departmental dredging plant for Nova Scotia and New Brunswick, for 1917-1918.		Southern Salvage Company Ltd	" 18, 1917	7 50 per ton.
"	metallic hose for departmental dredging plant for Nova Scotia and New Brunswick, for 1917-1918.		The Canadian Fairbanks-Morse Co., Ltd	" 18, 1917	Schedule of prices.
"	rubber hose for departmental dredging plant for Nova Scotia and New Brunswick, for 1917-1918.		Goodyear Tire & Rubber Co. of Canada Ltd.	" 18, 1917	"

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Concluded.*

Works	Names of Contractors.	Date of Contract.	Amount.
VESSELS, DREDGES AND PLANT—*Concluded.*			$ cts.
Supply of rubber hose for departmental dredging plant for Nova Scotia and New Brunswick, for 1917-1918.	Dunlop Tire & Rubber Goods Co. Ltd.....	April 18, 1917	Schedule of prices.
" " " " " " ..	Canadian Consolidated Rubber Co. Ltd.....	" 18, 1917	"
" oils and greases for departmental dredging plant for Nova Scotia and New Brunswick, for 1917-1918.	The Imperial Oil Company, Limited.....	" 18, 1917	"
. packing for departmental dredging plants for Nova Scotia and New Brunswick for 1917-18.	The Garlock Packing Co.....	" 18, 1917	" "
.. " " " "	The General Supply Co. of Canada, Ltd.....	" 18, 1917	" "
" paints and oils for departmental dredging plants for Nova Scotia and New Brunswick for 1917-1918.	Brandram-Henderson, Ltd...	" 18, 1917	" "
" rubber hose for departmental dredging plants for Prince Edward Island for 1917-1918	Goodyear Tire & Rubber Co. of Canada, Ltd.	" 18, 1917	" "
" " " " "	Canadian Consolidated Rubber Co., Ltd....	" 18, 1917	" .
.. " " " "	Dunlop Tire & Rubber Goods Co., Ltd . . .	" 18, 1917	" "
" metallic hose for departmental dredging plant for Prince Edward Island for 1917-1918.	The Canadian Fairbanks Morse Co., Ltd....	" 18, 1917	" "
" oils and greases for departmental dredging plant for Prince Edward Island for 1917-1918.	The Imperial Oil Co., Ltd.....	" 18, 1917	" "
" packing for departmental dredging plant for Prince Edward Island for 1917-1918.	Brace McKay & Co., Ltd.....	" 18, 1917	" "
" paints and paint oils for departmental dredging plant for Prince Edward Island for 1917-1918.	Brandram-Henderson, Ltd.....	" 18, 1917	" "
" manila rope for departmental dredging plant for Prince Edward Island for 1917-1918.	Brace McKay & Co., Ltd..... ...	" 18, 1917	" "
" rubber hose for departmental dredging plant for Manitoba for 1917-1918....	Canadian Consolidated Rubber Co., Ltd.....	" 18, 1917	" "
" " " " " " ...	Goodyear Tire & Rubber Co. of Canada, Ltd.	" 18, 1917	" "
" " " " " "	Dunlop Tire & Rubber Goods Co., Ltd.....	" 18, 1917	" "
" metallic hose " " " "	The Canadian Fairbanks Morse Co., Ltd ...	" 18, 1917	" "
" oils and greases " " " " ...	Canadian Oil Companies, Ltd.....	" 18, 1917	" "
" packing " " " "	The Garlock Packing Co.....	" 18, 1917	" "
" " " " " "	The General Supply of Canada, Ltd...	" 18, 1917	" "
" paints and paint oils " " " "	Canadian Oil Companies, Ltd.....	" 18, 1917	" "
" gasolene and coal oil " " New Westminster, B.C., for 1917-1918.	The Imperial Oil Co., Ltd..... ...	" 18, 1917	" "
" hose " " " "	Goodyear Tire & Rubber Co. of Canada, Ltd.	" 18, 1917	" "
" oils and greases " " " "	The Imperial Oil Co., Ltd	" 18, 1917	" "
" packing " " " "	Campbell Gordon Co., Ltd.....	" 18, 1917	" "
" paints and paint oils " " " "	R. C. Jamieson & Co., Ltd.	" 18, 1917	" "
" fuel oil " " Vancouver for 1917-1918....	The Imperial Oil Co., Ltd.....	" 18, 1917	" "
" gasolene and coal oil " " " "	" "	" 18, 1917	" "

"	hose	"	"	"	"	Goodyear Tire & Rubber Co. of Canada, Ltd.	"	18, 1917	" "
"	oils and grease	"	"	"	"	The Imperial Oil Co., Ltd.	"	18, 1917	" "
"	packing	"	"	"	"	Campbell Gordon Co., Ltd.	"	18, 1917	" "
"	paints and paint oils	"	"	"	"	R. C. Jamieson & Co., Ltd	"	18, 1917	" "
"	coal	"	"	Victoria	"	Kirk & Co., Ltd.	"	18, 1917	" "
"	fuel oil	"	"	"	"	The Imperial Oil Co., Ltd	"	18, 1917	" "
"	gasolene and coal oil	"	"	"	"	" "	"	18, 1917	" "
"	hose	"	"	"	"	Goodyear Tire & Rubber Co. of Canada, Ltd.	"	18, 1917	" "
"	oils and greases	"	"	"	"	The Imperial Oil Co., Ltd	"	18, 1917	" "
"	packing	"	"	"	"	Campbell Gordon Co., Ltd.	"	18, 1917	" "
"	paints and paint oils	"	"	"	"	The Standard Company, Ltd.	"	18, 1917	" "
"	1,700 tons of "run of mine" coal for departmental dredging plant for Montreal, Que., for 1917-1918, net per ton.					Nova Scotia Steel & Coal Co., Ltd	May	21, 1917	$7 75
"	300 tons of coal for departmental dredging plant for Chicoutimi, Que., for 1917-1918, per ton.					" "	"	21, 1917	$8 75 plus freight charges
Docking, cleaning, painting and repairing Dredge "Mastodon," No. 306.						Wallace Shipyards, Limited	Sept.	7, 1917	$9,358 00
Chipping, re-rivetting lip rivets in buckets, etc., Dredge "Mastodon," No. 306						" "	"	7, 1917	Unit prices.
Supply of 500 tons of Old Sydney screened coal for departmental dredging plant for Levis, Que., for 1917-1918, per ton.						Pierre Robitaille.	"	8, 1917	$9 95
Docking, cleaning, painting and repairs to Dredge No. 303, "Fruhling"						B.C. Marine, Ltd	Dec.	6, 1917	$19,960 00, and 75c. per sq. ft. for any extra cement work.
Supply of uniforms for officers of S.S. "Tyrian"						J. P. Hanifen.	Jan.	17, 1918	$946 50

The following item was received too late for insertion in last year's annual report, 1916-1917.

Gagetown—Wharf, warehouse and shed, Construction of	John W. Buckley	Dec. 27, 1915	$7,200 00

STATEMENT No. 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what purpose.	Area.	Price.
1917.						$ cts.
April 5	Achille Verhelst	His Majesty	Release for all claims, etc., re damages caused by flooding of lots 26, 27 and 28, Range 2, Township of Fabre, District of Timiskaming, Que.	Timiskaming Reservoir Dam.		200 00
" 23	Provincial Government of New Brunswick.	Dominion Government.	Transfer of wharf site, St. George, N.B.	Government purposes		Free transfer.
" 23	His Majesty	Eugenie Frigon	Grant of tract of land being part of lot No. 1 Subdivision of lot No. 580, La Malbaie, Que.	Private enterprise		Free grant,
" 24	"	W. S. Logue Co., Ltd.	Judgment re lands and property conveyed, Shippegan, N.B.	Wharf		350 00
" 25	"	Wm. G. Rogers.	Grant of land, being parts of lots Nos. 13 and 14, Block "O" Gananoque, Ont.	Private enterprise	60 ft. x 60 ft.	2,510 00
" 25	Bruno Perreault	His Majesty	Release for all claims, etc., re damages caused by flooding of lot No. 52, Township of Gurgues, Que.	Timiskaming Reservoir Dam.	47 acres	17 00
May 1	Mrs. Eugenie Frigon	"	Conveyance of land, St. Etienne de La Malbaie, Que.	Government purposes	101·25 feet	Exchanged for parcel of land transferred to her by the Crown
" 5	Department of Public Works.	Department of Militia and Defence.	Temporary transfer of Martello Hotel, St. John, N.B.	Quarters for troops		Free tranfer.
" 8	Provincial Government of New Brunswick.	Department of Public Works.	Transfer of water lot, St Nicolas River, South Branch, N.B.	Wharf	0·07 acre	"
" 9	"	Dominion Government.	Transfer of wharf with site thereof and approach thereto, Leonardville, Deer Island, N.B.	Government purposes	23,400 sq. ft.	"
" 12	Halcyon Hot Springs Co., Ltd.	His Majesty	Transfer of part of lot No. 100, Group 1, Halcyon, B.C.	Wharf	0·28 acres	1 00
" 14	Certificate of Title		Sale of land, most westerly 78 feet through out of lots Nos. 36, 37 and 38, Block 13, Townsite of Lloydminster, Sask.	Site for Public Building		
" 18	Hudson Bay Company	His Majesty	Sale of lot No. 1 Block 4, Dunvegan, Alta.	Telegraph offices		175 00
" 28	Provincial Government of New Brunswick.	Dominion Government.	Transfer of water lot on western side of Bass River, N.B.	Government purposes	0·1 acre	Free transfer.

"	29	Notice of Expropriation		Expropriation of land being part of lot No. 44, Range IV and lot No. 44, Range III, Township of Guigues, Timiskaming, Que.	Timiskaming Reservoir Dam.	119·96 acres	
"	30	His Majesty	Toronto Harbour Commissioners	Quit claim, 1st *re* water lot "B," north of new western channel, and 2nd *re* water lot "C."	Harbour improvements	Lot "B" 43·7 acres–Lot "C" 9·70 acres.	
"	31	Notice of Expropriation		Expropriated land at township of Guigues, Timiskaming, Que.	Timiskaming Reservoir Dam.	35·68 acres	
June	15	Provincial Government of New Brunswick.	Dominion Government.	Transfer of wharf with site thereof and approach thereto, Bayside, N.B.	Government purposes	14,500 sq. ft.	Free transfer.
"	15	" "	" "	Transfer of wharf with site thereof and approach thereto, Beaver Harbour, N.B.	"	19,200 sq. ft.	"
"	16	Frederick C. Dance, et ux	His Majesty	Sale of part of lot No. 8, Block 3, Plan 5A, Shelburne, Ont.	Public Building Drainage		150 00
"	20	Provincial Government of New Brunswick.	Dominion Government.	Transfer of wharf with site thereof, Kennebecasis Island, N.B.	Government purposes	17,070 sq. ft.	Free transfer.
"	20	" "	" "	Transfer of wharf with site thereof, Bayswater, N.B.	"	13,600 sq. ft.	"
"	21	The Grand Trunk Pacific Railway Company.	His Majesty	Conveyance of a strip of land, 30 feet in width, forming part of portion of Fort William, Ont., Indian Reserve.	Kaministiquia and Mission River Impvts.	13·85 acres	1 00
"	22	Provincial Government of New Brunswick.	Dominion Government.	Transfer of Hatfields wharf, Springfield, N.B.	Government purposes	9,236 sq. ft.	Free transfer.
"	22	" "	" "	Transfer of water lot on Moulies River, N.B.	Landing wharf		"
July	16	Notice of Abandonment		Abandonment of land, being lot No. 14, north side of Beach road, Windsor, Ont.	Government wharf		
"	28	His Majesty	Ottawa Car M'f'g. Co., Ltd.	Sale of Bollock motor generator set			700 00
"	28	Estate Edouard Ruel	His Majesty	Sale of lot No. 5 east part of village of Lauzon, Que.	Lauzon Dry Dock		1,200 00
Aug.	17	Government of Prince Edward Island.	Dominion Government.	Transfer of that piece of land and land covered by water near north eastern end of Ferro road, Cardigan South, P.E.I.	Government purposes		Free transfer.
Sept.	13	Alex. Caya	His Majesty	Release for all claims, etc., for damages caused by flooding of lot No. 41, R. II, Tp. of Fabre, Timiskaming, Que.	Timiskaming Reservoir Dam.	106 acres	100 00
"	14	City of Quebec	"	Conveyance of land being part of lot No. 513-64, parish of St. Roch Nord, Que.	St. Charles River Improvements.	6,698 sq. ft.	Free grant.
"	26	Notice of Expropriation		Expropriation of land being lot No. 44, Natashquan, Que.	Site for wharf	6 acres	
"	29	D. G. Stewart	His Majesty	Release for all claims, etc., re contract for revetment wall, Burlington, Ont.			10,441 59
Oct.	1	Sarah E. Leacy (widow)	"	Grant of part of village lot No. 1, R. I of village lots, Cardinal, Ont.	Site for Post Office		4,000 00
"	2	Notice of Abandonment		Abandonment of land on east side of Natashquan harbour, Que.	Site for wharf	10 acres	
"	17	Notice of Expropriation		Expropriated land, Tp. of Latulippe, Pontiac Co., Que.	Quinze Lake Reservoir		
Nov.	7	Katherine A. McKay (widow).	His Majesty	Release for all claims in re sale of property, Stellarton, N.S.	Site for Pub. B'ld'g	12,740 sup. ft.	5,037 14

STATEMENT No. 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what purpose.	Area.	Price.
1917.						$ cts.
Nov. 7	His Majesty	J. A. Carignan	Sale of building at Grand'Mère, Que.	Private enterprise		800 00
" 8	David John Barker	His Majesty	Right and privilege to dig and excavate a trench across, under and through a portion of his land, Picton, Ont.	Drainage of Pub. Bld'g.		100 00
" 12	The Waterous Engine Works, Ltd.	"	Bill of sale re steam tug "*Dorothy Symons*"			1 00
" 17	Eusebe Boucher	"	Release for all claims for damages caused by flooding of lot No. 49, R. IV, Tp. of Guigues, Timiskaming, Que.	Timiskaming Reservoir Dam.	71·46 acres	71 46
" 20	Archie McLaren	"	Release for all claims for damages caused by flooding of Lake Quinze, Que.	" "		250 00
" 21	John David Pye and Stella May Pye.	"	Sale of land, Ecum Secum, N.S.	Site for wharf	0·57 acres	75 00
" 21	Eugene St. Pierre	"	Release for all claims for damages caused by flooding of lot No. 42, R. IV, Tp. of Guigues, Timiskaming, Que.	Timiskaming Reservoir Dam.	50·03 acres	50 00
" 27	E. V. Dodge	"	Purchase and removal of old shed standing on post office property at Cardinal, Ont.			77 50
" 29	His Majesty	Thomas Lawson & Sons, Ltd.	Sale of scrap brass and wrought iron, Victoria Island shipyard Ottawa, Ont.			1,342 10
Dec. 17	Certificate of Title		Certificate of title re portion of lot No 57, St. James parish, Winnipeg, Man.	Drill Hall Site		Exchange of property.
" 19	Certificate of Ownership		Certificate of ownership re portion of block "C" and re lots Nos. 328, 329, 332, 333, 336, 337, 340 and 341 on north side of Melville St., and lots Nos. 330, 335, 338, 339 and 342 on south side of Scott St., New Liskeard, Ont.	Timiskaming Reservoir Dam.		
" 24	Notice of Expropriation		Expropriation of land being part of lot No. 8, 1st Con., Tp. of Neebing, Fort William, Ont.	Kaministiquia River Improvements.	2·61 acres	
" 31	Alphonse Letellier	His Majesty	Sale of part of lot No. 5, Village of Lauzon, Que.	Dry Dock	28,555 sq. ft. eng. measure.	8,747 49

1918.							
Jan.	2	John L. Murphy, *et al*	His Majesty	Grant of land being composed of lot No. 14 on north side of Sandwich St., Windsor, Ont.	Government Wharf		1 00
"	4	Dept. of Indian Affairs	Dept. of Public Works.	Transfer of portion of lot No. 29, Richibucto Indian Reserve, N.B.	Moulies River Wharf	0·56 acres	Free transfer.
"	17	Dept. of Public Works	Corporation of Village of Port Credit.	Permission to improve portion of roadway running through Government property, Port Credit, Ont.			
"	19	Notice of Abandonment		Abandonment of land forming part of lots Nos. 2, 4 and 5, Village of Lanzon, Que.		137,269 sq. ft. Eng. measure.	
"	28	Certificate of Title	His Majesty	Certificate of title re lot No. 195, being portion of lots Nos. 57 and 58, St. James parish, Winnipeg, Man.	Drill Hall Site		Exchange of property.
"	28	Pacific Telephone & Telegraph Co.	Govt. Telegraph Service.	Agreement re operation of line from Osoyoos to Kamloops, B.C., via Fairview, Hedley, Princeton and Nicola, B.C.		During pleasure.	
"	29	Certificate of Title		Certificate of title re portion of lot No. 57, St. James parish, Winnipeg, Man.	Drill Hall Site		Exchange of property.
Feb.	6	Notice of Expropriation		Expropriation of westerly ½ of lot No. 12 and lot No. 11, and easterly 2 ft. of lot No. 10, northerly side of Albert St., Ottawa, Ont.	Site for Office Building	29,799 sq. ft.	
"	6	Joseph Paquin	His Majesty	Release for all claims for damages caused by flooding of lot No. 13, R. IX, Tp. of Latulippe, Timiskaming, Que.	Quinze Lake Dam	20·15 acres	440 00
"	7	William Hamel	"	Release for all claims for damages caused by flooding of lot No. 1, R. II, Tp. of Latulippe, Timiskaming, Que.	Timiskaming Reservoir Dam.	1·10 acres	60 50
"	18	Bruno Beaudet	"	Release for all claims for damages caused by flooding of lot No. 36, R. V, Tp. of Latulippe, Timiskaming, Que.	Quinze Lake Dam.	86·04 acres	500 00
"	20	Chas. Rhéault	"	Release for all claims for damages caused by flooding of lot No. 5, R. IX, Tp. of Latulippe, Timiskaming, Que.	Timiskaming Reservoir Dam.	47·75 acres	640 00
"	20	J. A. Fugère (P.P.)	"	Release for all claims for damages caused by flooding of lot No. 21, R. VII, Tp. of Latulippe, Timiskaming, Que.	" "	4·35 acres	228 25
"	21	James K. Green	"	Release for all claims for damages caused by flooding of part of lot No. 9, Tp. of Casey, Timiskaming, Ont.	" "	38·5 acres	287 50
"	25	Wm. R. Reay	"	Release for all claims for damages caused by flooding of lot No. 3, on east side of Lake Shore road, Tp. of Dymend, Ont.	" "		400 00
"	27	North Coast Land Co., Ltd.	"	Sale of lot No. 15, Block 20, Telkwa, B.C.	Site for Telegraph Office.		150 00
Mar.	4	Omer Hamel	"	Release for all claims for damages caused by flooding of lot No. 1, R. I, Tp. of Latulippe, Timiskaming, Que.	Quinze Lake Dam	68·25 acres	975 00
"	11	Ovila Brosseau	"	Release for all claims for damages caused by flooding of lot No. 29, R. VI, Tp. of Latulippe, Timiskaming, Que.	" "	88·80 acres	900 00

STATEMENT No. 2.—Properties purchased or sold by the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.—*Concluded.*

Date of Conveyance.	Vendors.	Purchasers.	Description of Property.	For what purpose.	Area.	Price.
1918.						$ cts.
" 12	Notice of Abandonment		Abandonment of easterly 2 feet of lot No. 10 on south side of Queen St., and easterly 2 feet of lot No. 10 on northerly side of Albert St., Ottawa.		396 sq. ft.	
" 16	His Majesty	Canadian Pacific Railway Co.	Grant of land in vicinity of Last Mountain Lake, Sask.	Right of way of Regina and Bulyea Branches of C.P.R. Co.		
" 20	Wong Joal	His Majesty	Surrender of lease and release for all claims for damages caused by removal from lots Nos. 10 and 11, north side of Albert St., Ottawa, Ont.	New Government Office Building.		50 00

The following items were received too late for insertion in last year (1916-1917) annual report.

1901						
June 27	Thomas Smith	His Majesty	Sale of portion of river lot No. 103, between River road and Red River, Man.	St. Andrews Rapids Lock and Dam.		
1915.						
Nov. 15	Carter-Halls-Aldinger Co., Ltd.	"	Receipt in full settlement of all claims re Winnipeg, Man., drill hall contract.			5,163 56
1916.						
May 15	Certificate of Title		Transfer of portion of s.w.¼ of Sect. 20, Tp. 5, R. 16, Ninette, Man.	Site for wharf		Free transfer.
Dec. 4	La Cie des Pères Oblats de Marie Immaculée.	His Majesty	Release for all claims for damages caused by flooding of lands between lots Nos. 1-582, 1-583, Ville-Marie, Que.	Timiskaming Reservoir Dam.		160 00
" 5	Louis Pilon	"	Release for all claims for damages caused by flooding of lot No. 581, Ville-Marie, Que.	" "		90 50

	1917.						
Jan.	16	J. L. Légaré	"	Grant of west ½ of lot No. 7, block 5, Willow Bunch, Sask.	Telegraph Office.	200 ft. x 100 ft.	Free grant.
Feb.	27	Joseph Pelchat	"	Release for all claims for damages caused by flooding part of lot No. 46, R. 2, Tp. of Fabre, Timiskaming, Que.	Temiskaming Reservoir Dam.		120 00
Mar.	6	Margaret Hunting	"	Release for all claims, etc., in re 1st that certain parcel of land being part of lot No. 24, on n.w. cor. of John and Main Sts, and 2nd, of certain parcel of land being part of lot No. 24, on w. cor. of John and Main Sts, Hamilton, Ont.	Site for Public Building		85,330 00 plus interest 5%.
"	20	Notice of Expropriation		Expropriation of land at Port Hastings, N.S.	Road to wharf	½ acre,	
"	28	Cyprien Descargues et al	His Majesty	Institution on servitude on part of lot No. 37, R. 3, Tp. of Guigues, Timiskaming, Que.	Timiskaming Reservoir Dam.	22½ acres	370 00

19—10½

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what purpose.	Duration of Lease.	Rental.
1917.						$ cts.
Apr. 4	La Banque Nationale	His Majesty	Lease of room No. 68 on 5th and room No. 52 on 4th floor of building, Rideau st., Ottawa, Ont.	National Service	From month t month from Mar. 25, 1917	125 p. month, (monthly).
" 9	Nova Scotia Trust Co, Ltd.	"	Lease of 425 sq. ft. on 2nd floor of "Board of Trade B'ld'g" Calgary, Alta.	Inspector of Weights and Measures.	1 year from Apr. 30, 1917.	361.25 p. ann.
" 14	Lowe-Martin Company, Limited.	"	Lease of four floors of "Lowe-Martin B'ld'g," 175 Nepean st., Ottawa, Ont.	Militia and Defence	5 years (area 20-000 sq. ft.)	0.40c. p. ann. per sq. ft.
" 16	Thomas C. Rice	"	Lease of building at Weymouth, N.S.	Post Office	1 year from June 1, 1917.	200 per annum.
" 19	Okanagan Telephone Co	Public Works Department.	Rental of space on Co's pole line, Vernon to Penticton, B.C.	Gov't purposes	During pleasure (84 miles at $4 per mile.)	336 p. annum.
" 24	Capital Storage Company, Ltd.	His Majesty	Lease of 3rd floor of building, cor. Emmett & Lewis sts., Ottawa, Ont.	Militia and Defence	1 year from Apr. 17, 1917.	1,520 p. ann.
" 28	La Cie d'Imprimerie et de Publicité de Trois-Rivières.	"	Lease of 170 sq. ft. on 1st floor of b'ld'g No. 27 Platon st., Three Rivers, Que.	Public Works Dept.	From 1st May '17 and thereafter from month to month.	20 per month (monthly.)
" 30	Jarvis Verner McLellan	"	Lease of two rooms and vault in b'ld'g 94 Prince William st., St. John, N.B.	Naval Service Dept.	From 1st May '17 to 1st Dec. '17.	20.84 p. month (monthly.)
May 1	Eugene Gravel	"	Lease of a two storey frame b'ld'g, Donnelly (Falker), Alta.	Immg. Hall.	3 yrs. from 1st May, 1917.	50 per month.
" 1	The Edmonton, Dunvegan & B. C. Ry, Company.	"	Lease of lots Nos. 22, 23 and 24, block I, Spirit River, Alta.	Immg. Hall.	5 yrs. from 1st May, 1917.	5 per annum.
" 8	The Royal Bank of Canada	"	Lease of ten rooms on top floor and part of basement in b'ld'g, cor. Sparks & Metcalfe sts., Ottawa, Ont.	Geological Survey.	1 yr. from 7th Apr., '17.	3,056.50 p. ann. and 6% on cost of vault.
" 11	C. Jackson Booth	"	Lease of 3rd, 4th and 5th floors of "Standard Bank B'ld'g," Sparks st., Ottawa, Ont.	Auditor General	5 yrs. from date of occupation.	5,670. p. ann.
" 11	Canada Life Assurance Company.	"	Lease of rooms on 3rd, 4th and 5th floors of "Canada Life B'ld'g," Ottawa, Ont.	National Service	1 yr. from 8th Apr. '17.	183.62 p. m'th.
" 14	W. Buckvale & S. T. Hooper.	"	Lease of offices 200 and 208 on lots 23 and 24, block 14, Medicine Hat, Alta.	Immigration	1 yr. from 1st June, '17.	23 per month.
" 16	Richard Asbeck	"	Rental of premises on corners of International Boundary and Meridian Roads, Blaine-Wash., Douglas, B.C.	Immg. Inspector		3 per month.
" 19	Alcide Plouffe		Lease of 302 sq. ft. of lot No. 67, St. Felix de Valois, Que.	Post Office.	1 yr. from 1st Jan. '17.	125 p. annum.

"	25	W. G. Miller	His Majesty	Lease of shop on Main st., Stellarton, N.S.	"	3 yrs. from 1st May, '17.	600 p. annum.
"	29	Northern B. C. Development Company,	"	Lease of ground floor with rooms 2, 3, 4, 5, 6, 7, 8, 9, 15 and 16 on 1st floor of Federal block, Prince Rupert, B.C.	Depts. of Federal Gov't.	3 yrs. from 1st June, '17.	540 p. month.
"	30	Public Works Department.	Dept. of Militia and Defence.	Lease of 2nd floor of Immg. b'ld'g, Pier No. 2, Halifax, N.S.	Gov't purposes	During occupation.	
June	8	The Edmonton, Dunvegan & B. C. Ry. Co.	His Majesty	Lease of lots 19, 20 and 21, Block 2, Grande Prairie, Alta.	Immg. Hall	5 yrs. from 1st May, '17.	5 per annum.
"	11	Ferdinand Leduc & Cyprien Fortier.	"	Lease of ground floor of two storey b'ld'g, Beauharnois, Que.	Post Office	5 yrs. from date of occupation.	420 p. annum.
"	13	Eastern Trust Company	"	Lease of about 216 sq. ft. on 3rd floor of "McCurdy B'ld'g," Halifax, N.S.	Fisheries Inspector	1 yr. from 1st Aug. '17.	175 p. annum.
"	14	Mrs. Clara Kirhoffer	"	Lease of two adjoining rooms in b'ld'g at Brandon, Man.	Custs. E'x'g W'house	5 yrs. from 15th Aug., '17.	1,800 p. annum.
"	22	La Patrie, Limited	"	Lease of east ½ of ground floor of b'ld'g, St. Catherine st., East, Montreal, Que.	Postal Station "N"	5 yrs. from date of occupation.	6,814.80 per annum.
"	27	Union Bank of Canada	"	Lease of rooms No. 801, and 803 in b'ld'g cor. Main st. and William ave., Winnipeg, Man.	Insp. of War Profits Taxation.	From 1st July 17 to 31st Dec. '18.	56.25 p. month.
"	28	Realty of Ottawa, Limited.	"	Lease of "Free Press B'ld'g," Sparks st., Ottawa, Ont.	Dept. of Mines	5 yrs. from 5th Apr., '17.	7,225.90 per annum.
"	29	H. N. Bate & Sons, Limited.	"	Lease of b'ld'g, Slater st., Ottawa, Ont.	Militia and Defence	3 yrs. from 15th June, '17.	16,500 p. ann.
July	3	His Majesty	Anglo-American Telegraph Co.	Agreement re payment of annual subsidy for operation of telegraph line in Prince Edward Island.		5 yrs. from 3rd July, '17.	5,000 p. ann.
"	3	His Majesty	Prince Edward Island Telephone Co.	Agreement re operation of telephone system in Prince Edward Island.		5 yrs. from 3rd July, '17 and to continue thereafter.	
"	5	The Excelsior Life Insurance Company.	His Majesty	Lease of room No. 302 on 3rd floor of b'ld'g s. w cor. of Adelaide st., Toronto, Ont.	Food Controller.	From month to month from July 6, '17.	63 per month (monthly.)
"	13	Mrs. Loretta Ann Osment.	"	Lease of the whole of 2nd floor and part of 1st floor of b'ld'g, Main st., Indian Head, Sask	Dept. of Interior	1 yr. from 1st Sept., '17.	43 per month.
July	14	Thos. H. Fortier	"	Lease of two rooms on ground floor of building, George St., Annapolis Royal, N.S.	Insp. of British Immigrant children.	1 year from 1st Sept., 1917.	180 p. annum.
"	17	W. M. Birks, J. H. Birks and G. W. Birks.	"	Lease of room No. 5 and vault on 1st floor of "Birks Building," Sparks St., Ottawa, Ont.	Immigration Inspector	From 1st Sept., 1917, to 30th Sept., 1921.	343.14 p. ann.
"	18	The Berlin Rink and Auditorium Co., Ltd.	"	Lease of part of ground floor of "Rink and Auditorium Block," Queen St. South, Kitchener, Ont.	Customs Exam'ng Warehouse.	2 years from date of occupation.	120 p. month.
"	19	Alexander Mullin	"	Lease of ground floor and basement of building cor. Bloor and Markham Sts., Toronto, Ont.	Postal Station "E"	1 year from 1st Aug., 1917.	1,440 p. ann.
"	21	His Majesty	Corporation of Village of Port Credit.	Lease of parcel of land on n.e. side of harbour, Port Credit, Ont.	Municipal Building, &c.	During pleasure.	1 per annum.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease.	Rental.
1917.						$ cts.
Aug. 25	Dunlop Tire and Rubber Goods Co., Ltd.	His Majesty	Lease of two-story buiding Nos. 306, 308 and 310 Sparks St., and Garage, No. 309 Queen St., Ottawa, Ont.	Insp. of Artillery Stores.	From date of occupation to end of present war.	5,100 p. ann.
" 26	J. G. Butterworth	"	Lease of 2nd floor of "Bank St. Chambers," cor. Bank and Albert Sts., Ottawa, Ont.	Food Controller and staff.	1 year from date of occupation.	2,500 p. ann.
" 31	The Notre Dame Investment Co., Ltd.	"	Lease of offices 705, 706, 707, 708, 709 and 710 in building on Notre Dame Ave., Winnipeg, Man.	Public Works Dept.	29 months from 1st Aug., 1917.	1,500 p. ann.
" 1	His Majesty	The Edmonton Children's Aid Society.	Lease of lots Nos. 14, 15, 16 and 17, Block 51, Strathcona, Alta.	Home for Children	1 year from 1st Aug., 1917.	1 p. annum (renewable).
" 7	Imperial Canadian Trust Co.	His Majesty	Lease of suites Nos. 412 and 415 in building cor. 21st St. and 1st Ave., Saskatoon, Sask.	Supt. of Railway Mail Service.	1 year from 1st Sept., 1917.	631.20 p. ann.
" 9	Ephraim Humphreys	"	Lease of room on ground floor with use of basement in building, Trenton, N.S.	Post Office	5 years from 22nd March, 1918.	600 p. annum (renewable).
" 9	His Majesty	The Municipal Council of the Town of Lachine.	Lease of lot No. 210A and part of lot No. 235, Lachine, Que.		During pleasure.	1 p. annum.
" 9	Royal Bank of Canada	His Majesty	Lease of 1,600 sq. ft. on ground floor and 456 sq. ft. of basement in building, cor. Dalhousie and York Sts., Ottawa, Ont.	Printing Bureau and Stationery Branch.	From date of occupation to 2nd Jan., 1919.	1,321.60 p. ann. (renewable).
" 10	Chas. Edward Alleyn	"	Lease of ground floor of building, St. John St., Quebec, Que.	Postal Station	5 years from date of occupation.	2,100 p. ann.
" 13	His Majesty	Leonard Alleyne Dodd.	Lease of property known as "Government Reserve," Yale, B.C.	Private purposes	10 years from 1st Oct., 1917.	5 p. annum.
" 14	Andrew Holland	His Majesty	Lease of premises Nos. 396-401 Wellington St., Ottawa, Ont.	Storage of Exhibits—Agriculture.	From month to month from 15th August, 1917.	210 p. month (monthly).
15	R. L. & R. Blackburn	"	Lease of rooms Nos. 707 and 710 and vault on 7th floor of "Union Bank, Building," Ottawa, Ont.	Board of Pension Commissioners of Canada.	2 years and 167 months, from 1st March, 1917.	5 p. month.
23	Imperial Canadian Trust Company.	"	Lease of suite No. 212 in building cor. 21st St. and 1st Ave., Saskatoon, Sask.	Inland Revenue Dept.	1 year from 1st Nov., 1917.	486 per ann.

"	24	Robt. L. Blackburn.	His Majesty	Lease of 5th, 6th and 7th floors of "Plaza Building," Rideau St., Ottawa, Ont.	Militia & Defence.	1 year from 24th Aug., 1916.	8,519 p. ann.
"	27	Alexandria Realty Co., Ltd.	"	Lease of two offices and storage room for fuel in "Syndicate Block," Emerson, Man.	Immigration	From month to month.	5 p. month (monthly).
"	31	Sydney *Post* Publishing Co., Ltd.	"	Lease of rooms 4a and 3 in "*Post* Building." Dorchester street. Sydney, N.S.	Insp. of Fisheries	1 year from 1st Oct., 1917.	360 p. annum.
Sept.	1	James H. Thompson	"	Lease of premises near "Federal Building," Prince Rupert, B.C.	Examining Warehouse	3 years from date of occupation.	1,200 p. ann. (renewable).
"	1	Northern B. C. Development Co., Ltd.	"	Lease of room on 2nd floor of "Federal Building," Prince Rupert, B.C.	Steamship Inspector	From month to month from 1st Oct., 1917.	17 p. month.
"	6	The Topley Company	"	Lease of two top floors in building Nos. 130-132 Sparks St., Ottawa, Ont.	Military Service Branch of Justice Dept.	From month to month from 7th Sept., 1917.	100 p. month.
"	6	Wilson Bros.	"	Lease of premises on n.e. corner of 3rd Ave. and 22nd St., Saskatoon, Sask.	Dominion Lands Office	1 year from 1st Oct., 1917.	200 p. annum.
"	13	His Majesty	Quinlan & Robertson.	Lease of parts of lots Nos. 513 and 514, Parish of St. Roch (St. Charles River), Que.	Private purposes	18 months from date of occupation.	1 p. annum.
"	19	Canada Life Assurance Company.	His Maiesty	Lease of premises Nos. 43 and 44 in company's building, Sparks St., Ottawa, Ont.	Fuel Controller.	Month to month from 14th Aug., 1917.	39.39 p. month (monthly).
"	20	Robt. L. Newman	"	Lease of four rooms in "Stephen's Block," Prince Rupert, B.C.	Insp. of Fisheries (Dept. of Naval Service).	1 month from 22nd June, 1917, and thereafter from month to month.	50 p. month (monthly).
"	21	D. M. Finnie and Wm. D. Morris.	"	Lease of premises in "Old Union Bank Building," Wellington St., Ottawa, Ont.	Federal Government	5 years from 20th Nov., 1917.	4,000 p. ann.
"	24	A. E. Sjoquist	"	Lease of part of ground floor and two vaults in building n.e. cor. of 4th Ave. and Seymour St., Kamloops, B.C.	Dominion Lands & Crown Timber Serv.	3 years from 1st Sept., 1917.	125 p. month.
"	25	Norlite Realty Company, Limited.	"	Lease of building on lots Nos. 11 and 12, south side of Wellington St., Ottawa, Ont.	Government office	5 years from date of occupation.	30,000 p. ann.
"	26	R. L. & R. Blackburn	"	Lease of additional space in basement of "Union Bank building," Ottawa, Ont.	Interior Department	From 21st Aug. '17 to 16th July '18.	87.20 p. annum
"	26	R. L. & R. Blackburn	"	Lease of room No. 414 in "Union Bank building," Ottawa, Ont.	Dept. of External Affairs	1 yr. from 9th Nov. '17.	371 p. annum.
"	29	J. H. Cameron & Annie M. Johnstone.	"	Lease of 2 rooms in building on lots Nos. 24 and 25, Block 156, Saskatoon, Sask.	Insp. of Weights and Measures.	1 yr. from 11th Nov. '17.	60 p. month
Oct.	1	The Canadian Pacific Railway Company.	"	Lease of lots Nos. 17 and 18, Block I, Townsite of Coutts, Alta.	Immigration	21 yrs. from 1st Oct. '17.	1 p. annum.
"	1	Jno. D. McArthur & The Edmonton Dunvegan & B.C. Railway.	"	Lease of lots Nos. 28, 29 and 31, Block 10, River Lot 7, Peace River, Alta.	Immigration Hall	5 yrs. from 1st Oct. '17.	5 p. annum.
"	3	Imperial Canadian Trust Co.	"	Lease of suites Nos, 512 and 513 in building cor. 21st. st. and 1st avenue, Saskatoon, Sask	Supt. of Ry. Mail Service	1 yr. from date of occupation.	885 p. annum.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what purpose.	Duration of Lease.	Rental.
1917.						$ cts.
Oct 9	J. A. Yeager	His Majesty	Lease of space on ground floor of building, Swift Current, Sask	Post Office	2 yrs. from 20th Nov. '17.	150 p. annum.
" 11	R. L. & R. Blackburn	"	Lease of room 308 in "Union Bank building," Ottawa, Ont.	Interior Department	from date of occupation to 16th July '17 (Floor area 167 sq. ft.)	1 00 p. sq. ft. p. annum.
" 18	Imperial Realty Company, Limited.	"	Lease of rooms in "Canadian & Militia buildings" on Slater st. and premises in building on Queen st., Ottawa, Ont.	Militia and Defence	5 yrs. from 1st May '18.	88,711.84 per annum.
" 18	G. B. Terrill	"	Lease of rooms in building, Stanstead Plain, Que.	Post Office	3 yrs. from 1st Aug. '17.	113 p. annum.
Nov. 2	J. Paul Tardivel	"	Lease of building No. 35, Chemin Ste Foye, Quebec, Que.	Candiac Postal Station	5 yrs. from 1st Sept. '17.	250 p. annum.
" 5	Archibald Galbraith	"	Lease of two stores on ground floor of building on s. ½ of lot 8, Block 49, Swift Current, Sask.	Interior Department	1 yr. from 17th Nov.' 17.	120 p. month.
" 7	Canadian Bank of Commerce.	"	Lease of 3 rooms in building, Revelstoke, B.C.	Chf. Fire Ranger of Interior Department.	1 yr. from 16th Dec. '17.	40 p. month.
" 15	Wm. M., John H. & G. W. Birks.	"	Lease of rooms 614, 615, 616, 617 and 618 on 6th floor of building, Vancouver, B.C.	Supt. of Dredges	1 yr. from 1st Dec. '17.	900 p. annum.
" 16	Notre Dame Investment Company.	"	Lease of office in Co's. building, Winnipeg, Man.	Insp. of heating and plumbing.	from mon. to mon from 15th Nov. '17.	30 per month (monthly.)
" 19	The Canada Life Assurance Co.	"	Lease of rooms Nos. 13 and 14 on 1st. floor of building, Ottawa, Ont.	Chf. Medical Off. Immig Branch.	1 yr. from date of occupation.	480 p. annum.
" 20	Alcide Plouffe	"	Lease of premises, St. Felix de Valois, Que.	Post Office	1 yr. from 1st Jan. '18.	125 p. annum.
" 27	The Grand Trunk Railway Company.	"	Lease of certain lands contained in lot No. 14, fronting channel bank of Detroit river, Windsor, Ont.	Govt. Dock Site	21 yrs. from 1st Nov. '12.	70 p. annum.
" 27	Horace Hazzard	"	Lease of room on 1st floor of "Cameron Block" Richmond st., Charlottetown, P E.I.	Insp. of Dredges	1 yr. from 23rd Oct. '17.	150 p. annum.
" 27	John Freemont Smith	"	Lease of the eastern portion of ground floor and basement of building on lot 13, Block 20, Victoria st., Kamloops, B.C.	Post Office	5 yrs. from 1st Sept. '17.	1,200 p. annum.

"	29	Hood Bros.	"	Lease of rooms in building No. 519 Pender st., Vancouver, B.C.	Railway Commission	from 20th Nov. '17 to 31st Mar. '18.	22 per month.
"	30	The Royal Bank of Canada	"	Lease of ten (10) offices on top floor with portion of basement and vault in building cor. Sparks and Metcalfe sts., Ottawa, Ont.	Geological Survey Branch Dept. of Mines.	1 yr. from 7th April '18.	3,081.50.
Dec.	1	Canadian Pacific Railway Company.	"	Lease of room on ground floor of "Station building," Regina, Sask.	Postal purposes	1 yr. from 1st Dec. '17.	3,240 p.annum.
"	1	Jarvis Verner McLellan	"	Lease of 7 offices and vaults in "Stockton building," 94 Prince William st., St. John, N.B.	Naval Transport Officer.	month to month from date of occupation.	15.85 p month (monthly.)
"	3	The Chester Thompson Company, Limited.	"	Lease of ground floor with room in basement of building near cor. of 23rd st. and 2nd ave., Saskatoon, Sask.	Customs Department	3 yrs. from 12th Dec. '17.	350 p. month.
"	4	James Hope & Sons.	"	Lease of 3rd floor of building, cor. Sparks and Elgin sts., Ottawa, Ont.	Railway Mail Service	2 yrs. from 29th Jan. '18.	2,500 p.annum.
"	8	Wm. James Southam	"	Lease of rooms Nos. 806 to 809 inclusive on 8th floor of "Herald building," Calgary, Alta.	Railway Commission	1 yr. from date of occupation.	105 p. month.
"	12	The Bell Telephone Co. of Canada.	"	Agreement *re* leasing to Government one galvanized iron metallic circuit on Co's poles between limits of City of Quebec and Notre Dame des Laurentides, Que.	Government purposes	1 yr. from 20th Sept. '17 and to continue and remain in force from yr. to yr. until cancelled	104 p. annum.
"	14	Leon R. Belanger	"	Lease of room in building, Edmundston, N.B.	Immigration	month to month from 1st July '17.	5 per month (monthly.)
"	20	J. L. & Wm. J. Hopwood.	"	Lease of 3 rooms with front and rear entrance on ground floor and lavatory in basement of building, 366 Water st., Peterborough, Ont.	Weights and Measures	1 yr. from 1st Jan. '18.	250 p. annum.
"	27	Robert Kerr.	His Majesty	Lease of 1,050 sq. ft. of "Kerr building", Le Pas, Manitoba.	Lands and Mining Recorder—(Int. Dept).	1 year from 1st Feb. 1918.	50.00 p. month
1918.							
Jan.	4	Canada Cement Company, Limited.	His Majesty	Lease of 2 bins in "Stock House building", Pointe aux Trembles, Quebec.	Storage of cement for Parliament building.	1st Jan. 1918 to 1st Sept. 1918.	Per bbl. of cement 2c. per month.
"	7	Hope Realty Limited	"	Lease of rooms Nos. 509, 510 and 511, in building No. 63 Sparks st., Ottawa, Ont.	Director of Public Information.	From month to month from date of occupation.	40.00 p. month (monthly).
"	7	C. Jackson Booth	"	Lease of 2,426 sq. ft. 10 inches on 1st and 2nd floors of "Standard Bank building" Sparks st. Ottawa, Ont.	Auditor General Staff	From 25th Oct. 1917 to end of war.	1,820.12 per annum.
"	8	R. L. & R. Blackburn	"	Lease of stores Nos. 49 and 51 with 1st floor over store No' 51 Bank st., Ottawa, Ont.	Recruiting offices	From 14th Dec. 1917 to 1st May 1918.	100.00 per month.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918—*Continued.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what purpose.	Duration of Lease.	Rental.
1918.						$ cts.
Jan. 9	"Canadian Northern" Town Properties Co., Limited.	His Majesty	Lease of lots Nos 5 and 6, Block 23, cor. of Railway ave. 3rd street, Townsite of Wadena, Sask.	Immigration	5 years from 1st Jan. 1918.	1.00 p. annum.
" 14	William Randolph Goulden	"	Lease of "Goulden building" s. e. cor. of Sussex and Water sts., Ottawa, Ont.	Board of Historical Publications.	5 years from date of occupation.	1,680.00 p. ann.
" 18	His Majesty	The Capital Brewing Co. Ltd	Lease of portion of government property on Wellington st., Ottawa, Ont.	Private purposes	5 years from 10th Aug. 1916.	5,000.00 p. ann.
" 18	Miss Margaret White	His Majesty	Lease of 3 rooms, 1 vault and a vestibule in building St. Louis st., Quebec, Que.	Archives Dept.	1 year from 30th April 1918.	33.00 p. month
" 21	Elgin Realty Company Ltd.	"	Lease of building on s. w. cor. of Elgin and Queen st., Ottawa, Ont.	Depts. of Customs and Militia and Defence.	5 yrs from date that the whole of building is taken possession of.	23,000.00 p. an.
" 25	Louis Brucker	"	Lease of building, Gottelgen st., Halifax, N.S.	Postal Station in north end of City.	1st Dec. 1917 to to 30 April '19.	35.00 p. month.
" 31	R. L. & R. Blackburn	"	Lease of rooms Nos. 411, 412 and 413 in "Union Bank building" Ottawa, Ont.	Board of Pension Commissioners.	31st Jan. 1918 to 1st Dec. 1919.	1,200.00 p. ann.
Feb 4	Canadian Bank of Commerce.	"	Lease of rooms Nos 1, 4 and 5 on 2nd floor of building on lot 15 and south 20 ft. of lot 16, Revelstoke, B.C.	Lands Branch (Interior Dept.) (Area 599 sq. ft.)	1 year from 1st Feb. 1918.	60.00 p. month.
" 5	Edmond Wood Clark	"	Lease of premises No. 12, w. side of Emmett and s. side of Lisgar st., Ottawa, Ont.	Militia and Defence	1 year from 30th April 1918.	50.00 p. month.
" 8	Royal Bank of Canada	"	Lease of 2nd floor of building s. w. cor. of Sparks and Metcalfe sts., Ottawa, Ont,	Militia and Defence	From 8th Feb. '18 during pleasure.	900.00 p. quart.
" 12	Imperial Realty Co., Ltd.	"	Lease of office on e. side of ground floor of "Canadian building" 12 and 14 Slater st. Ottawa, Ont.	Federal Administration, of Dom. Government.	From date of occupation to May 1923.	186.19 p. ann.
" 18	Quebec Railway Light, Heat & Power Co., Ltd.	"	Lease of 2nd floor and toilet room in building St. John st., Quebec, Que.	Colonization Office	1 year from 1st May 1918.	500.00 p. ann.
" 25	John James Garland	"	Lease of building on Tupper st., Portage La Prairie, Man.	Customs Department	1 year from 8th April 1918.	35.00 p. month.
" 27	Horace Haszard	"	Lease of 2 rooms on 1st floor of "Cameron Block" Charlottetown, P.E.I	Supt. of Dom. buildings.	1 year from date of occupation.	150.00 p. ann.

March 1	Hope Realty Limited	"	Lease of 1 room and vault in building cor. of Sparks and Elgin sts., Ottawa, Ont.	Chief Censor	From date of occupation to 5th Feb. 1918 and from month to month until end of war.	30.00 p. month.
1	John A. Blakeman	"	Lease of room in building on lot 2, Block 100, Virden, Man.	Immigration	12 months from 1st March 1918.	8.00 p. month.
2	Canadian Cottons, Ltd	"	Privilege to excavate for and lay a line of water pipe through Co's land at Marysville, N.B.	Pub. building	For 7 years	12.00 p. annum
" 4	Edward Seybold	"	Lease of "Eclipse building" No. 72 Albert st., Ottawa, Ont.	Militia & Defence	3 years from date of occupation.	6,000.00 p. ann.
" 6	Royal Bank of Canada	"	Lease of mezzanine floor in building s. w. cor. of Sparks and Metcalfe sts., Ottawa, Ont.	Militia & Defence	From 6th March 1918 (during pleasure).	271,96 p. quart.
11	Royal Bank of Canada	"	Lease of 5 rooms in Quebec Bank building, Welligton st., Ottawa, Ont.	Statistical Branch of Railways & Canals.	1 year from 1st May 1918.	1,200.00 p. ann.
12	John Best	"	Lease of store in building n. w. cor. of Johnston road and Elizabeth st., Alberni, B.C.	Post office	1 year from 1st April 1918.	180.00 p. ann.
" 14	Wm. James Boyd	"	Lease of part of 2nd floor of "Boyd building" cor. of Edmonton st. and Portage ave., Winnipeg, Man.	Railway Commission	1 year from 1st June 1918.	1,270.00 p. ann.
14	Miss Louisa Parks	"	Lease of three story b'ld'g known as "Parks Convalescent Home" Sandy Point Road, City of St. John, N. B.		For duration of war from 14th March 1918.	1,200 p. ann.
" 14	Donald J. McDougal	"	Lease of 3rd floor of b'dlg. No. 527 Sussex St., Ottawa, Ont.	Central Appeal Judge, Judge Duff.	4 m. from date of occupation and thereafter from month to month.	191.35 p. month
15	His Majesty	Hugh Piek	Lease of lot 18, block 18, Townsite of Gravelbourg, Sask.	Private enterprise	2 years from 15th March '18	40 p. annum.
" 18	D. McIsaac	His Majesty	Permission to dig and excavate a trench under and through a portion of his land at Antigonish, N S.	For conveying sewerage of Post Office.	During pleasure.	5 p. annum.
" 18	Edw. Rupert McNeill	"	Lease of 2,888 sq. ft. on 2nd and 3rd floors of b'ld'g. No. 202 Queen St., Ottawa, Ont.	Soldiers' Settlement Bd.	1 year from date of occupation.	1,780 p. ann.
" 18	Thomas C. James	"	Lease of ground floor and basement in b'ld'g, cor. Bank and Laurier avenue, Ottawa.	Insp. of Taxation (Dept. of Finance).	1 year from date of occupation.	2,700 p. ann.
" 19	Sir Rodmond P. Roblin	"	Lease of premises No. 103 Osborne St., Winnipeg, Man.	P'ostal Station "C"	1 year from 1st Feb. '18.	1,500 p. ann.
" 22	Thomas C. Rice	"	Lease of b'ld'g. on w. side of main road and s. side of bridge, Weymouth, N. S.	Post Office	1 year from 1st June '18.	200 p. ann.
26	Hope Realty Limited	"	Lease of rooms Nos. 606, 607, 608, 609, 610 and 611 in building No. 63 Sparks St., Ottawa, Ont.	Director of Information	From month to month from date of occupation.	82.08 p. month (monthly).
28	The Governor & Company of Adventurers of England	"	Lease of portion of land in Hudson's Bay Reserve, Athabasca Landing, Alta.	Immigration	5 years from 1st June 1918.	15.00 p. ann.

STATEMENT No. 3.—Properties leased to and from the Department of Public Works of Canada, from April 1, 1917, to March 31, 1918.—*Concluded.*

Date of Lease.	Lessors.	Lessees.	Description of Property.	For what Purpose.	Duration of Lease.	Rental.
1918						$ cts.
March 30	Sarah A. Batson	His Majesty	Lease of 1 room in b'ldg. at Campobello, N. B.	Insp. of Fisheries (Naval Service.)	1 year from 31st Dec. '17.	120 p. annum.
" 30	Post Publishing Co., Ltd.	"	Lease of room No 5 in "Post Building," Sydney, N. S.	Sub-Agent of Marine and Fisheries.	1 year from 1st May '18.	180 p. annum.
" 30	World Newspaper Co. of Toronto, Ltd	"	Lease of 2 flats (4th and 5th), in "World Building," 40 W. Richmond St., Toronto.	For Staff of Military District No. 2.	For duration of war and 1 year after.	8,500 p. ann.

The following items were received too late for insertion in last year's annual report (1916-1917).

1915						$
Sept. 30, 1915	The Dartmouth Manufacturing Co. Ltd	His Majesty	Lease of wooden building, cor. of George and Bedford Row, Halifax N.S.	Inland Revenue Dept. (Gas-Electricity, Weights and Measures Insp, Office).	1 year from 1st Oct. '15.	1,000 p. ann.
1916						
Dec. 29, 1916.	Hubert Tupper Warne	"	Lease of 2 rooms on 2nd floor of building, Digby, N. S.	Insp. of Fisheries	3 years from date occupation.	120 p. ann.
1917						
March 3, 1917	Arthur Congdon	"	Lease of building on lot No. 3, near cor. of Portage Ave. and Lipton St., Winnipeg, Man.	Postal Station "D"	5 years from 3rd March '17.	1,600 p. ann.

LIST of some of the Public Acts of the Parliament of the Dominion of Canada, passed at the First Session of the Thirteenth Parliament, begun and holden at Ottawa, on the Eighteenth day of March, 1918, and closed by Prorogation on the Twenty-Fourth day of May, 1918, and having reference to the Public Works Department or works under its charge (8-9 George V) and Orders of the Governor General in Council, having force of law.

Subject.	Full Title of the Statute.	Chapters.	Page in Statute Book.
Construction of works in navigable waters.	An Act to amend the Navigable Waters Protection Act.....	33	115
Power to dredge, etc., beds of navigable waters.	An Act to amend the Public Works Act.....	37	125

N.B.—By proclamation dated the 28th day of February, 1918, the tariff of tolls to be levied by the Upper Ottawa Improvement Company, Limited, for the use of their works during the season of 1918, was approved. *Vide Canada Gazette,* vol. li, p. 3044.

By proclamation of the 28th February, 1918, the tariff of tolls to be levied by the Rouge Boom Company, of Montreal, for the use of their works during the season of 1918, was approved. *Vide Canada Gazette,* vol. li, p. 3044.

THE NATIONAL GALLERY OF CANADA

By Eric Brown, Director.

Owing to the continued occupation of the premises of the National Gallery by the Houses of Parliament, the work of the National Gallery has again been concentrated upon the development of its policy of loan exhibitions of works of art to any art gallery or body which has proper facilities for exhibiting them, and of thus utilizing to the fullest extent the possessions of the National Gallery for the furtherance of artistic knowledge throughout the Dominion.

The previous grant of twenty-five thousand dollars ($25,000) had enabled a limited number of Canadian works of art to be purchased, so that the loan exhibitions had not suffered from lack of material. The application by the trustees for an appropriation of thirty thousand dollars ($30,000) for the current year, however, was not granted, and the main Parliamentary Estimates included no more than eight thousand dollars ($8,000), sufficient for the running expenses of the National Gallery, including salaries and upkeep of possessions. Upon further application by the trustees an additional sum of ten thousand dollars ($10,000) was appropriated in the Supplementary Estimates and the annual grant totalled eighteen thousand dollars ($18,000).

The following regular annual loans of works of art were sent out during the year: St. John, N.B., twenty-seven pictures; Sherbrooke, Que., twenty-six pictures; Fort William, Ont., twenty pictures; Winnipeg, Man., twenty-five pictures; Regina, Sask., twenty-one pictures; Moosejaw, Sask., twenty pictures.

Arrangements were also made for a regular annual loan to Halifax, but this had to be cancelled owing to the Nova Scotia Museum of Fine Arts building being seriously damaged in the explosion.

The following special exhibitions of works of art were arranged:—

Loan of thirty-three lithographs to Halifax, N.S., November, 1917. This loan was on exhibition only four days owing to the building in which they were exhibited being destroyed by the explosion. Fortunately only slight damage was done to the lithographs.

Loan of sixty-nine drawings to the Art Association of Montreal, December, 1917, to February, 1918.

Loan of "Charity" by Frank Brangwyn, A.R.A., P.R.B.A., to Madeleine de Verchères Chapter, I.O.D.E., for their exhibition of paintings at the Chateau Laurier, November 29 to December 3, 1917.

Loan of nine pictures to the Central Canada Exhibition at Ottawa, September 8 to 15, 1917.

Loan of seventy-five Steinlen lithographs to the Art Museum of Toronto during February and March, 1918.

Loan of thirty-one pictures to the Western Canada Fairs Association from June to August, 1917. The circuit included Calgary, Edmonton, Brandon, Regina, Saskatoon, Prince Albert. This loan afterwards went to Vancouver in August, 1917.

Loan of "Dieppe, The Beach, Grey Effect," by J. W. Morrice to the Los Angeles Modern Art Society, Los Angeles, California, March, 1918.

These exhibitions were all eminently successful, and the rapid increase of applications for them is sufficient evidence of the growing desire for artistic knowledge throughout the country.

The National Gallery Travelling Scholarship of one thousand dollars ($1,000) was judged for the fourth successive year by the Council of the Royal Canadian Academy, and was awarded with the trustees' concurrance to Mr. Manly E. MacDonald, Point Anne, Ont.

SESSIONAL PAPER No. 19

The following by-law, made under the terms of the National Gallery of Canada Act, received the approval of the Honourable Minister of Public Works:—

ARTICLE 5. The Board may, subject to the approval of the Minister of Public Works, make by-laws.

SECTION D. For the protection of its property and the property in its care and charge.

All reproductions of works of art which are the property of the National Gallery of Canada shall bear the legend: The property of the National Gallery of Canada.

The trustees met formally on two occasions, and the following works of art were acquired by gift or purchase:—

GIFTS.

Jane Catherine Cummins	Water colour "Sketch." Presented by S. S. Cummins:
Charles Dana Gibson	Two pen and ink drawings— "Tragic Moments. The Rev.—— reads his latest comedy to his niece." "He: Who is that tramping around overhead? She: Oh, that's only papa. He always gets restless towards morning."

DIPLOMA PICTURE.

Horatio Walker, R.C.A.	Autumn.

PURCHASES.

Oil Paintings—

Grier, E. Wyly, R.C.A.	The Master of Northcote.
Challener, F. S., R.C.A.	Aphrodite's Realm.
Johnston, F. H., O.S.A.	A Northern Night.
MacDonald, J. E. H., A.R.C.A.	Asters and Apples.
Reid, Mary H., A.R.C.A.	Study in Rose and Green.
Coburn, F. S.	Danville Roses.
Earle, Paul B.	The First Snow.
Gagnon, Clarence A., A.R.C.A.	Street Scene, Quebec at Night.
Harris, Robert, C.M.G., R.C.A.	My Old Montreal Model.
Rosaire, Arthur D., A.R.C.A.	The Garden of Light.
Shore, Henrietta M.	Negro Woman and Children.
Barnsley, James MacDonald	In the Fields.
Barnes, Wilfred M.	A Summer Storm.
De Belle, Charles	The Sisters.
FitzGerald, L. L.	Late Fall, Manitoba.
Knowles, E. A. McG., A.R.C.A.	"Drink to Me Only with Thine Eyes."
Lismer, Arthur, O.S.A.	Winter Camouflage.
MacDonald, J. E. H., A.R.C.A.	Cattle by the Creek.
Neilson, H. Ivan, A.R.C.A.	Spring's Garland.
Wrinch, Mary E., O.S.A.	Snow Magic.

Drawings, Prints—

Steinlen, M.	Eighty-six lithographs.
Russell, Gyrth, R.B.A.	The White Barn.
Raine, Herbert, A.R.C.A.	The Old Courtyard.
Cotton, John Wesley	The Open Cut.
Beaupré, Eugène L.	Child Study.
Phillips, Walter J.	Winnipeg River No. 3.
" "	The Reader.
Crockart, James	Stirling from Millhall.
Smith, Lewis	Barges at Hammersmith.
" "	Unloading Thames Barges.
Sutherland, Fred. W.	Sleeping Lion.
" "	New Road, Boston Suburbs.
Greene, T. G., O.S.A.	The Fisherman.
Bartolozzi	The Drawing Lesson.
"	Portrait of Annibale Carracci.
Schiavonetti	Madonna and Child.
"	Pieta.

Drawing Prints—Continued.

Wolf, Henry	Morning Star.
" "	Self Portrait.
" "	The Wood Gatherer, after Innes.
" "	Lady with Shawl, after Chase.
" "	Young Woman at a Window, after Vermeer.
" "	Don Balthazar Carlos, after Velasquez.
" "	Boy with a Sword, after Manet.
Daubigny	Autumn in the Morvan.
Whistler, James McNeill	En Plein Soleil.
" " "	La Retameuse.
" " "	Annie Standing.
" " "	Liverdun.
Lismer, Arthur	The Transport, Halifax.
Maw, Samuel Herbert	Siena Cathedral, Nave.
" " "	Tilbury.
" " "	The Lagoon, Venice.
Sterner, Albert	Seated Dancer
" "	The Blind.
Copley, John	Footlights.
Gabain, Ethel	La Toilette.
Pilot, Robert	Ten Sketches, Witley Camp, Surrey.
Barnsley, James MacDonald	Too Late.
" " "	Sketch in Holland No. 1.
" " "	Sketch in Holland No. 2.
Phillips, W. J.	The Golden Hour.
Foshery, Ernest, A.R.C.A.	The Storm.
Lapine, André	The Wind Mill
Lalande, E.	The Sunningdale Golf Links, Berks.
Fawcett, George	A Deserted Indian Camp, Minaki, Ont.
Stevens, Dorothy, O.S.A.	Paddy.
Johnston, Francis H., O.S.A.	The Magic Pool.
Raine, Herbert, A.R.C.A.	The Pilgrims, St. Anne de Beaupré.
Keagey, James W.	Old Muski, Cairo.
Burnside, J. T. M.	Three Sketches in Sepia.
Veresmith, Daniel	The Little Sackmenders.

Water Colours—

Johnston, Francis H., O.S.A.	The Guardian of the Gorge.
Holmes, Robert, A.R.C.A.	Mocassin Flowers.
Jefferys, Charles, A.R.C.A.	Rocks of Georgian Bay
McGillivray, F. H., O.S.A.	Midwinter, Dunbarton, Ont.

Pastels—

Brownell, Franklin, R.C.A.	Frozen Meat
" " "	Potatoes.
" " "	The Blue Sledge
" " "	Hay Sleds.
" " "	Weigh Scales.
Perrigard, Hal Ross	Breaking for the Tunnel

Sculpture—

Wyle, Florence	Sun Worshipper
Hahn, Emanuel	The Indian Scout (Bronze)

Medici Prints—

Durer, Albrecht	Hands in the Act of Prayer.
Ghirlandajo, Domenico	The Vision of St. Fina, after Fresco.

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

For the Fiscal Year from April 1st, 1917,
to March 31st, 1918

Submitted in accordance with the provisions of the Revised Statutes of Canada, 1916, Chapter 35, Section 33

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

[No. 20—1919]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1917, to March 31, 1918.

J. D. REID,
Minister of Railways and Canals.

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" IV. Report of the Chairman of the Board of Engineers, Quebec Bridge.

" V. Report of the Engineer in charge of lifting rails for war purposes.

" VI. Agreement for the acquisition of 600,000 shares of the capital stock of the Canadian Northern Railway.

REPORT

OF THE

ACTING DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDING MARCH 31, 1918.

To the Honourable J. D. Reid,
Minister of Railways and Canals.

Sir,—The conditions prevailing in the year 1916–17, which necessitated the curtailment of all unnecessary expenditures in the way of departmental printing, have continued during the past year, and, consequently, this annual report is still subject to very considerable reduction in the treatment of the several matters dealt with by the department, though it has been found possible to replace one or two of the more interesting items of information in a separate publication entitled "Canals and Navigation routes."

The suspension of certain important canal and railway works, such as the Welland Ship Canal and the Hudson Bay Railway, noted in the last annual report, has continued during the past year.

GENERAL SUMMARY.

EXPENDITURE.

The expenditure made by or through the department during the fiscal year ended March 31, 1918, amounted to $74,639,286.44, of which $70,113,667.61 was for railways, $3,327,556.55 for canals, and $1,198,062.28 for general expenditure.

The railway expenditure chargeable to capital account amounted to $34,699,416.96, of which $24,392,985.80 was for the Canadian Government Railways rolling stock, $5,860,132.59 for the Intercolonial Railway, $1,371,334.97 for the Quebec and Saguenay Railway, $378,433.29 for the

Prince Edward Island Railway, $120,663.61 for the New Brunswick and Prince Edward Island Railway, $690,453.19 for the National Transcontinental Railway, $1,879,699 for the Hudson Bay Railway, $5,369 51 for the International Railway, and $345 for miscellaneous expenditure.

The expenditure for the Quebec Bridge amounted to $931,278.01.

The railway expenditure chargeable to working expenses amounted to $33,400,460.45, as follows: $21,090,298.09 for the Intercolonial, $385,508.92 for the International Railway, $10,660,389.89 for the National Transcontinental Railway, $1,123,291.12 for the Prince Edward Island Railway, $140,972.43 for the St. John and Quebec Railway.

The amount paid for miscellaneous railway expenditure chargeable to revenue amounted to $15,100.

The railway expenditure chargeable to income account amounted to $347,007.44.

The expenditure on railway subsidies amounted to $720,404.75.

The expenditure on canals, which amounted to $3,327,556.55, was as follows: $1,781,957.07 on capital account, $111,552.28 on income account, $1,434,047.20 on revenue account. Of this last sum, $859,119.25 was chargeable to staff and $574,927.95 to repairs.

The miscellaneous expenditure, amounting to $1,198,062.28, was expended as follows: $350,545.35 for war appropriation, $846,305.53 for Halifax restoration, and $1,211.40 for sundries.

REVENUE.

The revenue received from both the railways and canals amounted to $27,695,825.09.

The revenue from the railways amounted to $27,240,956.87 as follows: $18,758,186.41 was received from the Intercolonial Railway, including the New Brunswick and Prince Edward Island Railway; $140,900 44 from the International Railway; $7,621,204.51 from the National Transcontinental Railway; $656,227.22 from the Prince Edward Island Railway; and $64,438.29 from the St. John and Quebec Railway.

The revenue from the canals amounted to $414,868 22. Of this, the receipts from the Port Colborne Elevator amounted to $163,164 82, the balance having been received for rents, harbour dues, etc.

WORKING EXPENSES AND REVENUE COMPARED.

The railway working expenses amounting to $33,400,460 45, and the revenue amounting to $27,240,956 87 only, leaves a deficit of $6,159,503.58 on the operation of the Canadian Government Railways. This deficit amounts to $2,332,111.68 for the Intercolonial Railway, $244,608.48 on the International Railway, $3,039,185.38 for the National Transcontinental Railway, and $467,063.90 e Prince Edward Island Railway.

The deficit of the St. John and Quebec Railway is especially detailed in the annual report of the General Manager of the Government Railways, page 32.

COMPARATIVE STATEMENTS.

The passenger, freight, mails, express, and ocean traffic, less hire of equipment, amounted, on government-owned lines, in 1916-17 to $23,468,998.99, and in 1917–18 to $27,176,518.58, an increase of $3,707,519.59.

The total working expenses on the government-owned lines in 1916–17 was $23,930,398.06, and in 1917–18, $33,259,488.02, an increase of $9,329,089.96.

The maintenance of way and structures and equipment in 1916–17 amounted to $9,153,551.88, and in 1917-18 to $13,268,810.39, an increase of $4,115,258.51.

The traffic expenses increased by $24,031.39 in 1917-18 over 1916–17.

The transportation expenditure on government-owned lines amounted to $13,598,023.76 in 1916–17, and to $17,877,073.67 in 1917–18, an increase of $4,729,049.91.

Miscellaneous expenditure chargeable to working expenses, which in 1916–17 amounted to $1,457,270.81, amounted to $1,671,147.54 in 1917–18, an increase of $213,876.73.

The repairs to locomotives, freight and passenger cars, which amounted in 1916–17 to $3,852,345.12, amounted during 1917–18 to $5,069,880.37, an increase of $1,217,535.25.

The earnings of the St. John and Quebec Railway, for mails, express, freight, and passenger traffic, which amounted to $70,759.62 in 1916–17 amounted to $64,438.29 in 1917–18, a deficiency of $6,321.33

In 1916–17 the maintenance of way and structures amounted to $35,050.33, in 1917–18 to $53,414.05, an increase of $18,363.72.

The transportation expenditure, which amounted to $56,534.45 in 1916–17, amounted to $80,713.93 in 1917–18, an increase of $24,179.48.

The mileage of the railways in operation amounts to 3,953·89 miles, and 119·87 for the St. John and Quebec Railway, a total mileage of 4,073·76.

The earnings per mile of railway for the government-owned lines in 1916–17 was $5,853.38, and in 1917–18, $6,765.95, an increase of $912.57 per mile.

The expenditure per mile of railway for the government-owned lines was $5,973.72 in 1916–17, and in 1917–18, $8,310.96, an increase of $2,337.24 per mile.

The earnings per train mile of government-owned lines in 1916–17 amounted to $1.86 and in 1917–18 to $2.15, an increase of $0.29 per mile.

The expenditure per train mile of government-owned lines in 1916–17 was 1.89\frac{81}{100}$ and in 1917–18 2.63\frac{49}{100}$, an increase of 0.73\frac{68}{100}$.

The earnings per mile on the St. John and Quebec Railway were $590.30 in 1916–17, and for 1917–18, $537.57, a decrease of $52.73 per mile.

The expenditure for the same for 1916–17 amounted to $820.06, and in 1917–18 to $1,176.04, an increase of $355.98.

The total train mileage of the government-owned lines was 12,412,757 miles in 1916–17, and in 1917–18, 12,471,308 miles, an increase of 58,551 miles.

The total train mileage of the St. John and Quebec Railway in 1916–17 was 72,531 miles, and in 1917–18, 75,491 miles, an increase of 2,960 miles.

The value of stores purchased, and charges from other departments, was $19,447,730.08, and the value of stores, used or sold, $18,060,023.37. There is yet on hand a balance of $6,205,809.45.

The report of the General Manager of the Canadian Government Railways (Appendix II) contains in tabulated form the complete statements concerning the operation and maintenance of the Canadian Government Railways, and should be referred to for details.

The report of the Accountant of the Department, Appendix I, will show all the revenue received and the expenditure incurred by the department in properly classified statements.

GRAND TOTALS.

The grand total of the expenditure to March 31, 1918, amounts to $975,236,219.62, of which $805,112,482.04 was for railways, $167,468,290.99 for canals, and $2,655,446.59 for sundries.

The grand total of the revenue received to March 31, 1918, amounts to $292,716,394.88, of which $275,636,255.34 is from railways and $17,080,139.54 from canals.

TOLLS.

No tolls have been collected on the canals since the close of the season of navigation in 1903.

RAILWAYS IN OPERATION.

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney, to Montreal.

On March 1, 1898, the operation of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, was extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169.81 miles to the government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city; also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable in like terms of ninety-nine years each, forever; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern Railway, from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's Bridge, with connected property, 1·33 miles, was surrendered to the Government.

In September, 1911, the branch line, 12·52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney, and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1918, was 1,527·39 miles, including 5·95 miles for the Vale Railway.

The following are the through distances:—

	Miles.
Montreal to Halifax via Lévis	838 60
" St. John, via Lévis	741 09
" Sydney, via Lévis	1,001 45
" North Sydney, via Lévis	986 29

Freight is carried direct via St. Henri, which would reduce each of the above distances by 5·45 miles.

WINDSOR BRANCH.

This road runs from Windsor Junction, on the Intercolonial Railway, to Windsor, N.S. It is 32 miles in length.

The road is leased to the Dominion Atlantic Railway Company (C.P.R.) for a period of 99 years from January 1, 1914, at an annual rental of $22,500.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches in width. It extends from Tignish to Georgetown, 158·60 miles, and from Charlottetown to Murray Harbour, 52·30 miles, with branches to Souris, Elmira, and Port Borden, etc. The length of the road operated being 276·23 miles.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

Under an agreement dated March 18, 1915, ratified by the Act of 1915, chapter 16, and under an order in council of May 12, 1915, this railway has been purchased by the Government, as part of the government railway system, for the sum of $270,000. The agreement provided that it should be held to have come into force on August 1, 1914, and that the Government should have the right to sole possession, to operate the road, and to receive all its revenues, until the transfer is completed and the purchase price paid. The transfer has not yet been completed, but the road was taken over on August 31, 1914, and has since been operated by the Government.

The road is 36.05 miles in length, and runs from Sackville to Cape Tormentine, New Brunswick, forming a connection between the Intercolonial railway and the new car ferry between Cape Tormentine and Port Borden, on Prince Edward Island.

This railway during the present fiscal year has been operated as a part of District No. 3 of the Intercolonial railway.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chapter 16, and under an order in council of August 27, 1914, a lease of this railway has been entered into by the Government for a term not exceeding five years, at an annual rental of $90,000, payable half-yearly, with option of purchase at any time within that period for the sum of $2,700,000. The road was taken over, as part of the government railway system, on August 1, 1914. It is 111.30 miles in length, extending from the Intercolonial railway at Campbellton, N.B., to St. Leonards, N.B.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, Appendix II.

ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 49, a certain agreement, dated the 5th of March, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N.B., to a point of connection with the Transcontinental railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that on construction and equipment of certain sections, the Dominion would lease and operate the same.

The road extends from Centreville to Gagetown, 119.87 miles. The portion from Centreville to Fredericton was taken over for operation by the Canadian Government Railways on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, Appendix II.

HUDSON BAY RAILWAY.

This railway will run from The Pas, Manitoba, a point on the river Saskatchewan where connection is made with the Canadian Northern Railway system, to Port Nelson, on the western coast of Hudson bay.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake Junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake Junction to Port Nelson, on December 17, 1912.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from The Pas to Port Nelson, 424 miles.

The main line and sidings necessary for the operation of light traffic extend for 334 miles from The Pas to Kettle rapids on the Nelson river.

There remains a distance of 90 miles of line on which track has yet to be laid. The piers and abutments of the Kettle Rapids bridge are completed and the steel erected.

The work of constructing the railway terminus at Port Nelson is being carried on by the Department. The deep water development of this harbour consists of an artificially constructed island, about two-thirds of a mile from shore, on the outer edge of the tidal flats. It is connected with the main land by a bridge of seventeen spans. This island is one-half of a mile in length, and enclosed on three sides by crib-work, which has been partly filled, and partly back-filled, with gravel, rock, etc.

An ice-protection crib has also been built to protect the bridge.

Dredging was continued throughout the season.

Steamship navigation began on the 19th of June; the first ice appeared on the 11th of October, navigation closing on the 23rd.

Further details on these works will be found in Appendix III, the report of the Chief Engineer of the Department.

In the season of navigation of 1915, occulting acetylene gas beacon lights visible at a distance of 8 miles, were established by the Department of Marine and Fisheries at a number of points in Hudson bay and Hudson straits.

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at The Pas.

The expenditure for the fiscal year ended March 31, 1918, was $1,879,699, making the total expenditure up to that date, $20,233,887.37.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement dated July 29, 1903, ratified by the Dominion Act of that year, chapter 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chapter 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chapter 122, undertook certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the "Eastern Division," between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the "Western Division," between Winnipeg and the Pacific ocean. The "Eastern Division" is being constructed by the Government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct at their own cost, and maintain and operate, the "Western Division." The lease of the "Eastern Division" is to be for a period of fifty years, at a rental of 3 per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than $20 000,000.

By way of assistance to the company in the construction of the "Western Division," it is provided that the Government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; but not to exceed $13,000 per mile in respect of the "Prairie Section," from Winnipeg to the eastern limit of the Rocky mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the "Western Division," have been made from time to time on certificates given by the Government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chapter 19, authority was given for aiding in the completion of the construction of the "Prairie Section," by a loan to the company of $10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the "Prairie Section" of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Department of Finance, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chapter 23, authority was given for a loan to the company not exceeding $15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, $15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

By the Act of 1913, chapter 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of $6,800,000, has been purchased by the Government.

By the Act of 1914, chapter 31, authority was given for the guarantee of the principal and interest of an issue of 4 per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding $16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final

and satisfactory settlement of all claims by the company for further aid in respect of the construction of the "Western Division."

In pursuance of this Act, a trust deed securing the issue of bonds to the amount of £3,280,000, was executed on August 5, 1914.

The several government expenditures on the "Eastern Division," were to be made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), section 11, it was provided that "notwithstanding anything contained in the said trust deed of tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for completion of the "Western Division" shall be the 31st of December, one thousand nine hundred and fifteen." By section 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1912, chapter 39, the construction of the "Eastern Division," and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chapter 43.

Western Division.

The Western Division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,748 miles, including the 3½ miles on the Shore line of the terminal grounds.

It is divided into two sections, namely, the "Prairie Section," extending from Winnipeg, 915 miles to the east bank of Wolf creek—a point 120 miles west of Edmonton, the capital of the province of Alberta, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of 3¼ miles around the water front of the city of Prince Rupert.

The whole division between Winnipeg and Prince Rupert has been operated since September 6, 1914.

Eastern Division—Moncton to Winnipeg.

Tracklaying between Moncton and Winnipeg was completed (with the exception of the Quebec bridge) in November, 1913, the last spike being driven on the 17th of that month.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance, 285.25 miles, between Moncton, N.B.,

and Escourt, Que., a point 54.85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 155·15 miles.

On May 1, 1915, the National Transcontinental Railway from the City of Quebec to Winnipeg, a distance of 1,355·95 miles, was taken over for operation as part of the Canadian Government Railways system, and was put in operation as such on June 1, 1915.

On July 1, 1915, the Lake Superior branch between Lake Superior Junction, on the Transcontinental Railway and Fort William, Lake Superior, 191·75 miles, was taken over for operation by the Canadian Government Railways, having been leased by the government from the Grand Trunk Pacific Railway Company.

Authority for the leasing of this branch by the Government was given by the Act of 1915, chapter 18, which provided that any contract for leasing for more than five years, or for the acquisition of the branch, was to be subject to ratification by Parliament.

Under authority of an Order in Council of June 2, 1915, a contract was entered into, dated June 29, 1915, for leasing the branch for 999 years from May 1, 1915, at a rental of $600,000 a year, payable half-yearly, the first payment to be made on November 1, 1915. The contract provided for an option to the Government for the purchase of the branch for $13,333,333.33 at any time after March 31, 1936, on notice of one year; the lease to be ratified before June 1, 1920.

The whole railway between Moncton and Winnipeg is operated by the Canadian Government Railways, the distance being 2,003·03 miles, including the Lake Superior branch, 191·75 miles, and the two branches into Quebec city, namely: the Cadorna branch, 5·88 miles, and the Champlain Market branch, 6·48 miles. The Quebec Bridge, 0·61 mile, under construction, is not included.

Details of the expenditure and of the revenue will be found in the statements of the Comptroller and Treasurer of Government Railways herewith (Appendix, Part II), and also in the statements of the Accountant, Appendix I.

QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction over the river St. Lawrence by the Quebec Bridge and Railway Company (originally commenced under a subsidy of $1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900), collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the Government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of $6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy; such guarantee to be secured by mortgage on the company's franchises, tolls, and property. On February 1, 1901, a

mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the Government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property, and franchises on paying the shareholders the amount of their stock at par, not exceeding $265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid-up shares.

Of the said subsidy of $1,000,000 there had been paid to the company a total of $374,353.33 prior to the execution of the above agreement, and subsequent to its execution, payments were made from the proceeds of their bonds on certificates of the Government Engineer covering work done and materials delivered.

After the collapse of the bridge the right of the Government to take over the company's undertaking was exercised under the authority of an Order in Council of August 17, 1908.* The date of assumption was December 1, 1908. The total of the amounts paid by the Government to the several shareholders for their shares was $355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company, to the Government was dated October 18, 1909.

Under authority of an Order in Council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specifications, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternate design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that "would compare most favourably with the highest type of long-span bridges in existence." By an Order in Council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price was 9·02 cents a pound, aggregating about $8,650,000, a saving of about $2,600,000 having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion was December 31, 1915.

Under date January 10, 1910, a contract for the substructure was entered into with Messrs M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

*The history of the Government's connection with the Quebec Bridge prior to its collapse is given in the Departmental annual report of 1907-08, page XLVII.

The Board of Engineers for construction, as originally constituted, has been modified by retirements and death, and is at present composed as follows: Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Modjeski, Am. Soc. C.E., and H. P. Borden, M. Can. Soc. C.E.

The report shows that during the year the whole structure was completed, including the suspended span which was erected at a point about 3 miles down the river. On the 11th of September, 1916, this span was floated up the river, and the operation of lifting it into place began and proceeded successfully until it had reached a height of about 20 feet above the water, when some portion of the contractor's erection equipment failed, with the result that the entire span tilted towards the west and disappeared into the river. The St. Lawrence Bridge Company assumed entire responsibility for the loss and took immediate steps to replace the span at their own expense. At the close of the year fabrication had been going ahead rapidly.

An investigation was at once held by the board and officers of the company, and the board made a report on the accident, which will be found in Appendix V, page 74, annual report 1916–17.

The expenditure during the fiscal year amounted to $931,278.01 paid out of capital. The total expenditure by the department on the reconstruction of the bridge amounts to $14,175,861.85. Other expenditure during previous years, such as $534,655.14, paid under the head of "Income"; $374,353.33 paid for subsidies during 1901, 1902, and 1903; and the sum of $6,975,266.20, paid by the Finance Department, less the sum of $100,000, received from the Phœnix Bridge Company, bring the total expenditure to the sum of $21,960,-136.52. The accountant, in his report, page 19, Appendix I, shows fuller details of the above expenditure.

At the end of the fiscal year, the bridge is nearing completion. The St. Lawrence Bridge Company have successfully put the main span into place, a triumph of engineering, the length of this being 1,800 feet, or over one-third of a mile.

The total length of the bridge is 3,240 feet, or over three-fifths of a mile.

The first train crossed the bridge December 3, 1917, and since this date, traffic on the bridge has been continuous.

See Appendix IV, Report of the Chairman of the Board of Engineers, for further details of the work still to be done for completion.

WELLAND SHIP CANAL.

This important work has for its object greater and better accommodation for a larger class of vessels than those that can be used on the present Welland canal.

The present canal lies between Port Colborne, lake Erie, and Port Dalhousie, lake Ontario. Its length is 26¾ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

The proposed Welland Ship Canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half-way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz.: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea-level.

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes, 325½ feet, is to be overcome by seven lift locks, each having a lift of 46½ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by dredging out the reaches.

A new western breakwater will be built at Port Colborne to ensure quiet water in the harbour during storms.

The outer entrance piers in lake Ontario will be placed about 1½ miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into nine sections, of which section No. 1, approximately 3 miles, at the lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately 4⅓ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913.

During the fiscal year 1917–18, the sum of $1,235,046.59 was expended, making the total expenditure to March 31st, 1918, $14,928,969.58.

In view of existing war conditions, contract work on the canal has been suspended under notices served in January, 1917, and only maintenance work has been necessary.

HALIFAX DISASTER AND RESTORATION.

In the disaster at Halifax, on December 6, 1917, fifty-six employees and ten pensioners of the Canadian Government Railways were killed. Two employees afterwards died from injuries received in the explosion; thirty of the employees were killed while on duty.

Of the one thousand and seventy-eight employees of the railway living in Halifax and Dartmouth at the time of the explosion, investigation showed that only one hundred and fifty-seven were comparatively unaffected by the disaster. One hundred and seven who owned their own homes, and one hundred and sixty-five who were tenants, had their property totally destroyed; four hundred

and thirty-two had properties more or less damaged, requiring, at least, considerable repairs.

Removing the wreckage, clearing tracks and replacing electrical lines throughout the Richmond yard and North Street station, it was estimated, would cost $100,000.

One hundred and three Canadian Government Railways' passenger cars, and nine of other lines, were damaged to the extent of $60,000; thirty-seven Government Railways' freight cars, and fifty-six of other lines, were destroyed; the estimated damage was $50,000. One hundred and twenty Canadian Government Railways' freight cars, and two hundred and twenty-two of other lines were damaged for approximately $54,000; four Canadian Government Railways' locomotives suffered damages estimated at $6,000; the Canadian Government steamer *McKee* was also damaged for about $70,000; the damages at the Willow Park Shops were estimated at $130,000; piers Nos. 2, 3, and 4, and the adjacent freight sheds and other buildings were much damaged; the elevator was also damaged; the piers at Richmond were all wrecked, and some totally destroyed. Pier No. 9 was repaired as soon as possible.

In order to obtain relief quickly from the effects of the damage to the various shipping facilities, the construction of the two large sheds on pier "A" at the Ocean Terminals Site, was rushed to completion.

The estimated damages are as follows: to H.M.C. dockyards, $205,000; to the Canadian Government Railways' property, $1,250,000.

The actual expenditure on the restoration to March 31, 1918, amounts to $846,305.53

A special report on the restoration is made in the General Manager's report, Appendix H.

Of the works undertaken by the Canadian Government Railways, on account of restoration, 95 per cent has been about completed.

It has been estimated that the material damage to property in the city of Halifax, the town of Dartmouth, and the surrounding municipal districts, is over $16,000,000. The chairman of the commission has reported that the total loss of life through the disaster was probably one thousand eight hundred, and would probably reach two thousand, or even more, making this disaster one of the greatest in the national history of Canada.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant of the department, which will be found in the appendix hereto, Part I. The accountant's statements show all payments made since the beginning of the system of railway subsidies in the year 1883-84.

The total payments made on subsidy account during the year ended March 31, 1918, amounted to $720,404.75.

CANADIAN NORTHERN RAILWAY ACQUISITION AND TRANSFER OF THE CAPITAL STOCK.

In 1913, as authorized by clauses No. 8 and 9 of Act 3-4 George V, cap. 10, the Canadian Northern Railway Company was authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, fully paid up and non-assessable seventy thousand shares of the common stock of the Canadian Northern Railway Company, upon the consideration of the Governor in Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company certain subsidies on a mileage of railway to be built not exceeding 1,170 miles. This stock was duly transferred.

In 1914, as authorized by clause 5 of Act 4-5 George V, cap. 20, three hundred and thirty thousand fully paid up shares of the par value of one hundred dollars of the Canadian Northern (as defined by the Act) were transferred to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, in consideration of the guaranteeing of the payment of the principal and interest of the bonds, debentures, etc., of the Canadian Northern to an amount not exceeding $45,000,000.

By clause No. 12 of the same Act, the capital stock of the Canadian Northern was fixed at the sum of one hundred million dollars, subject to increase by Parliament of Canada only. For the purposes of exchanging convertible debenture stock for common stock, the right of which is secured by trust deed to certain trust companies, a further issue of common stock not to exceed twenty-five million dollars might be also issued on such terms as contained in the Act of 1914, 4-5 George V, cap. 20.

At the last session of Parliament, an Act (cap. 24, 7-8 George V), assented to on the twentieth day of September, 1917, was passed, authorizing the acquisition by His Majesty of the capital stock of the Canadian Northern Railway Company. Under the terms of this Act, and as authorized by an order in council dated the fifteenth day of November, 1917, an agreement dated the first day of October, 1917, was entered into by His Majesty, represented by the Minister of Finance and the Minister of Railways and Canals, Mackenzie, Mann and Company, Limited, called "the owners," and the Canadian Bank of Commerce, called "the pledgees," for the purchase and sale of all their holdings in six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value $60,000,000) not now held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares, the price to be determined by arbitration.

Under authority of an order in council dated the seventeenth day of October, 1917, Sir William Ralph Meredith, Chief Justice of Ontario, was appointed to represent the Government of Canada on the Board of Arbitration.

At the first meeting of the board at Toronto, January 18, 1918, Mackenzie, Mann and Company, Limited, represented by Sir William Mackenzie, President, and the Canadian Bank of Commerce by Sir B. E. Walker, President, appointed Hon. William Nesbitt, K.C., as one of the arbitrators. Sir William Meredith then announced that Hon. Robert E. Harris, Justice of the Supreme Court of Nova Scotia, has been appointed as third arbitrator.

Up to March 31, 1918, the board had held twenty-five sittings, and at the close of the fiscal year their labours were yet to be completed.

The agreement between His Majesty and Mackenzie, Mann and Company, Limited, and the Bank of Commerce, is printed in full in Appendix VI.

After application had been made by the Canadian Northern Railway for the assistance authorized by section three of the said Act, an order in council, dated the fifteenth day of November, 1917, was passed authorizing the Minister of Finance to give the assistance provided for in the Act (cap. 24, 7-8 George V) on and after the transfer of at least five-sixths of the 600,000 shares, and to make advances out of the Consolidated Revenue Fund up to and not exceeding twenty-five million dollars, such payment to be made only as certified by the Financial Comptroller of the Department of Railways and Canals, and approved by the Minister of Finance; such advance to be for the purpose of paying and settling any indebtedness of the company.

Under the authority of the order in council, and 510,000 shares having been duly transferred to the Minister of Finance in trust for His Majesty, certificates were issued by the Financial Comptroller of the Department of Railways and Canals to the amount of $25,000,000, and paid by the Minister of Finance.

The arbitration not having been completed on March 1, 1918, as per agreement (Appendix VI), subsequent agreements were made extending the period of completion to April 1 and May 1, 1918, as authorized by orders in council of 28th February and 28th March, 1918.

At the close of the fiscal year the Minister of Finance and Receiver General of Canada holds, in trust for His Majesty, 910,000 fully-paid-up and non-assessable shares of the common stock of the Canadian Northern Railway Company, amounting to $91,000,000 par being $100 a share.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chapter 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members increased to six by the Act of 1908, chapter 62, to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by

the Act of 1908, chapter 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chapter 31, the board was empowered to determine the maximum price to be charged for electricity developed through water-powers leased from the Crown. An Act of 1910, chapter 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chapter 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chapter 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through Government-leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold session in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make annually a report of its proceedings, which report is laid before Parliament.

The report for the year ending March 31, 1918, of which a summary is given below, has been received.

During the fiscal year the board held fifty-nine public sittings, at which 391 applications were heard. These consisted of complaints of private individuals or of larger matters of general public interest affecting the community as a whole. The total number of applications and complaints dealt with by the board amounted to 3,611; 20 per cent of which were set down for formal hearing, and 80 per cent which were disposed of without the necessity of such a hearing.

In April, 1917, the railway companies applied for authority to increase their freight and passenger rates. There were ten sittings of the board on the matter at the most important cities from Montreal to Vancouver, and judgment on the question was issued December 26, 1917. The Engineering Department carried out a large number of inspections covering the railways of the whole Dominion. These inspections covered the opening of railways for traffic, and also inspections of all kinds, such as culverts, railway crossings, cattle guards, bridges, subways, etc., to ensure safety.

The Operating Department carried out the inspection of locomotive boilers, safety appliances on cars and locomotives, investigations into accidents causing personal injury or loss of life, train and station service, etc. This department reports 333 fatal accidents, not including 31 persons killed in automobile accidents at railway crossings. On the railways, 22 passengers, 137 employees and 174 other persons were killed. Of these 174 last mentioned, 93 were trespassers; of the 31 persons killed in automobile accidents, 26 were killed at unprotected crossings; 397 orders providing protection at 444 crossings were given.

The Fire Inspection Department reports that the inspection has been carried on in co-operation with various Dominion and Provincial fire protective organizations. Seventy-eight employees of such organizations were under appointment as local officers of the board.

The total damages by fire amounted to $105,668. Of these fires 76·84 per cent were attributed to the railways; 7·84 per cent to other known causes, and 15·32 per cent to unknown causes. Many of the fires attributable to railways caused so little damage that only $25,819 of the total damages of $105,668 is attributed to the railways.

Very complete details on the above matters will be found in the annual report of the board, which will be laid before Parliament in due course.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1918, was $3,327,556.55, comprising $1,781,957 charged to capital, $111,552.28 charged to income, $859,119.25 for staff, and $574,927.95 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1917, was $149,061.41. The rentals accrued during the year amounted to $270,048.82, making a total of $419,111.26. Of this amount, there was collected during the year a total, after deducting abatements aggregating $4,054.64, of $237,867.64. The balance remaining due on March 31, 1918, was $177,190.98. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to $414,868.22, the balance being made up of wharfage dues, fines, etc., and a total of $163,164.82 derived from the operation of the Port Colborne grain elevator on the Welland canal.

No tolls have been charged on any of the Dominion canals since 1903-4.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1917-18, but very voluminous statistics relating to canal traffic, and various commercial statistics, for the season of navigation of the year 1917, will be found in the "Canal Statistics," which are issued as a separate report.

CANAL TRAFFIC.

The following are the principal features of the canal traffic during the season of 1917:—

On the Welland canal, 2,490,542 tons of freight were moved, a decrease of 54,426 tons. Of the total, 562,669 tons were agricultural products, and 243,965 tons were produce of the forest; of coal, 1,300,667 tons were carried; 2,202,823 tons were through freight, of which 1,959,050 tons passed eastward.

Of the through freight, Canadian vessels carried 1,926,669 tons, an increase of 243,843 tons, and United States vessels 276,154 tons, a decrease of 112,145 tons.

The total through freight passed eastward and westward through this canal to United States ports was 35,900 tons, a decrease of 167,507 tons compared with the year 1916.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 534,822 tons, a decrease of 74,297 tons as compared with the previous year. No transhipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,391,144 tons were moved, an increase of 23,080 tons; 2,614,356 tons were eastbound through freight and 411,329 westbound freight; 564,185 tons were agricultural products, 1,951,021 tons coal, and 469,433 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 214,835 tons, a decrease of 22,816 tons; 98,439 tons were products of the forest.

On the Chambly canal, 434,818 tons were moved, an increase of 35,811 tons; 259,713 tons were products of the forest, and 129,222 tons of coal.

On the Rideau canal 84,549 tons were carried, a decrease of 20,881 tons, 11,826 tons being products of the forest and 3,138 tons of coal.

On the St. Peter's canal 62,254 tons were carried, an increase of 52,625 tons; 42,033 tons were coal. The canal was closed to public traffic during the season of 1915 for the reconstruction of the lock, and was opened on September 1, 1916.

On the Murray canal 57,603 tons passed, an increase of 10,923 tons.

On the Trent canal, 48,924 tons were moved, an increase of 3,915 tons; 44,810 tons were the produce of the forest.

On the St. Andrews lock, on the Red River, Manitoba, the volume of business was 7,174 tons.[1]

On the Sault Ste. Marie canal the total movement of freight was 15,447,092 tons, being a decrease of 1,366,557 tons. There were 4,337 passages of vessels, the number of lockages being 4,142. Of wheat, 65,174,092 bushels, and of other grain 18,557,946 bushels were carried; also 3,330,047 barrels of flour; 11,127,034 tons of iron ore; 1,247,887 tons of coal; and 3,951,600 feet, board measure, of lumber.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1917 amounted to 22,238,935 tons, a decrease of 1,344,556 tons compared with the previous year; 244,819 passengers were carried, a decrease of 18,829.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1917 are compiled by the Comptroller of Statistics, and are issued as a separate report.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1917, is prepared by the departmental Comptroller of Statistics, and is issued as a separate report.

[1] This work, which consists of a lock and dam on the Red River, about fifteen miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and lake Winnipeg, and is mentioned here for statistical purposes only.

AMENDMENTS TO THE RAILWAY ACT.

By virtue of chapter 37, 7-8 George V, the Railway Act has been amended by an Act assented to September 20, 1917, and entitled as follows:

"An Act concerning the payment of salaries or wages of employees of Railway companies and to otherwise amend the Railway Act."

The amendments are given in full detail in the report of the Board of Railway Commissioners.

SUNDRY WORKS.

The report of the Chief engineer of the department, which will be found in Part III of the appendices, gives comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland Ship canal, and the terminals of the Intercolonial railway at or near Halifax.

A separate report, by the Chief Engineer of the Department, on Canals and Navigation routes, is published for the first time this year.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,

Acting Deputy Minister.

APPENDIX I

STATEMENTS OF THE ACCOUNTANT

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SUMMARY

GENERAL SUMMARY of the Expenditure and the Revenue for the fiscal year ending March 31, 1918, and previous years.

I.—EXPENDITURE.	$ cts.	$ cts.
Total expenditure for the year as per statements following pages 4 to 28		74,639,286 44
This expenditure is divided as follows:—		
Total expenditure on Railways for the year, including Quebec Bridge and Railway Subsidies, page 6	70,113,667 61	
Total expenditure on Canals for the year, page 7	3,327,556 55	
General expenditure common to both Railways and Canals, for the year, page 7	1,198,062 28	
		74,639,286 44
The grand total of the expenditure to March 31, 1918, on Railways and Canals, as shown on page 19 of this report, amounts to		975,236,219 62
This expenditure is divided as follows:—		
Grand total expenditure on Railways, including Quebec Bridge and Railway Subsidies	805,112,482 04	
Grand total expenditure on Canals	167,468,290 99	
Grand total general expenditure, common to both Railways and Canals	2,655,446 59	
		975,236,219 62
II.—REVENUE RECEIVED.		
The revenue from both Railways and Canals for the fiscal year amounts to		27,655,825 09
Revenue from the Railways	27,240,956 87	
Revenue from the Canals	414,868 22	
		27,655,825 09
The grand total of the revenue to March 31, 1918, on Railways and Canals both amounts to (see page 19)		292,716,394 88
Grand total of the revenue from the Railways	275,636,255 34	
Grand total of the revenue from the Canals amounts to	17,080,139 54	
		292,716,394 88
III.		
The principal expenditures during the fiscal year were as follows:—		
Working expenses, Canadian Government Railways		33,400,460 45
Rolling Stock, Canadian Government Railways		24,392,985 80
Steamers "Drummond" and "McKee"		1,020,000 00
Construction and Betterments, Canadian Government Railways		5,876,065 12
Hudson Bay Railway		1,879,699 00
Quebec and Saguenay Railway		1,371,334 97
Quebec Bridge		931,278 01
Prince Edward Island Railway, Car Ferry Terminals		304,355 04
National Transcontinental Railway, Right of Way Claims		209,575 57
Railway Subsidies		720,404 75
Canal Expenditure		3,327,556 55
War Appropriation, including Halifax Restoration		1,196,850 88
General—Sundries, less various credits		8,720 30
Total		74,639,286 44

The sundry classifications of this expenditure and the revenue are shown on pages 4, 5, 6, and 7 for the fiscal year and page 19 for the expenditure previous to Confederation and since. Further details on the expenditure will be shown in the report of the General Manager of the Canadian Government Railways, Appendix II.

EXPENDITURE.

General Statement of Expenditure during the Year ending March 31, 1918.

	$ cts	$ cts
Total Expenditure—as per statements, pages 8 and 9		74,639,286 44
Expenditure chargeable to Railways	68,099,532 41	
" " Railways, General	362,452 44	
" " Quebec Bridge	931,278 01	
" " Railway Subsidies	720,404 75	
Total expenditure, Railways		70,113,667 61
Expenditure chargeable to Canals	3,156,401 31	
" " Canals, General	171,155 24	
Total expenditure, Canals		3,327,556 55
General expenditure		1,198,062 28
Total expenditure		74,639,286 44
Classification of Expenditure in General—		
Capital Account	37,112,652 04	
Revenue Account	34,849,607 65	
Income Account	1,656,622 00	
Consolidated Fund (railway subsidies) Income	720,404 75	
Total expenditure		74,639,286 44
Classification of Expenditure by Accounts—		
Railways—		
Capital expenditure—Railways	34,699,071 96	
" " General	345 00	
		34,699,116 96
Revenue expenditure—Railways	33,400,460 45	
" " Railways, General	15,100 00	33,415,560 45
Income expenditure—Railways, General	347,007 44	347,007 44
Quebec Bridge—		
Capital expenditure—Quebec Bridge	931,278 01	931,278 01
Railway Subsidies—		
Consolidated Fund—Railway Subsidies	720,404 75	720,404 75
Total expenditure, Railways, $70,113,667 61		
Canals—		
Capital expenditure—Canals	1,781,957 07	1,781,957 07
Income " Canals	90,255 66	
" " Canals, General	21,296 62	111,552 28
Revenue " Canals Staff	743,857 09	
" " Canals Staff, General	115,262 16	859,119 25
" " Canals Repairs	540,331 49	
" " Canals Repairs, General	34,596 46	574,927 95
Total expenditure on Canals, $3,327,556 55		
General Expenditure—Income account	1,198,062 28	1,198,062 28
Total expenditure		74,639,286 44

REVENUE.

General Statement of the Revenue received during the Year ending March 31, 1918.

	$ cts	$ cts
Total Revenue Received During Fiscal Year		27,655,825 09
Revenue from Railways	27,240,956 87	
" " Canals	414,868 22	
Total revenue as above		27,655,825 09
Statement of Revenue Received, in Detail—		
Railways—		
Intercolonial Railway, including New Brunswick and Prince Edward Island Railway	18,758,186 41	
International Railway of New Brunswick	140,900 44	
National Transcontinental Railway	7,621,204 51	
Prince Edward Island Railway	656,227 22	
Total	27,176,518 58	
St. John & Quebec Ry	64,438 29	
Total revenue from Railways		27,240,956 87
Canals—		
Welland Canal	59,504 39	
" Elevator, Port Colborne	163,164 82	
Welland Ship Canal	2,832 50	
Lachine Canal	140,392 81	
Beauharnois Canal	14,818 15	
Cornwall Canal	14,220 16	
Williamsburg Canal	1,660 10	
Soulanges Canal	3,632 77	
Chambly Canal	785 00	
Carillon and Grenville Canal	515 00	
Rideau	8,956 65	
Trent Canal	3,829 04	
St. Peters Canal	7 06	
Sault Ste. Marie Canal	85 00	
Murray Canal	248 00	
Ste. Anne's Lock and Canal	215 83	
Chats Falls Canal	1 00	414,868 22
Total revenue received during fiscal year		27,655,825 09

Expenditure on Railways for Year ended March 31, 1918.

Name of Railways.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue. Working Expenses.	Total.
	$ cts	$ cts.	$ cts.	$ cts.
Canadian Government Railways rolling stock	24,392,985 80			24,392,985 80
Hudson Bay Railway	1,879,699 00			1,879,699 00
Intercolonial Railway	5,860,132 59		*21,090,298 09	26,950,430 68
New Brunswick and Prince Edward Island Railway	120,663 61			120,663 61
International Railway of New Brunswick	5,369 51		295,508 92	300,878 43
" " " (Statutory)			90,000 00	90,000 00
National Transcontinental Railway	690,453 19		10,660,389 89	11,350,843 08
Prince Edward Island Railway	378,433 29		1,123,291 12	1,501,724 41
Quebec & Saguenay Railway	1,371,334 97			1,371,334 97
St. John & Quebec Railway			140,972 43	140,972 43
Total	34,699,071 96		33,400,460 45	68,099,532 41
Quebec Bridge	931,278 01			931,278 01
Railway Subsidies		720,404 75		720,404 75
	35,630,349 97	720,404 75	33,400,460 45	69,751,215 17
General on Railways.				
Enquiry and report on the Railway situation of Canada		55,047 04		55,047 04
Railway Commission, Maintenance		172,578 22		172,578 22
Railway Commission, Statutory		53,435 53		53,435 53
Surveys and Inspections		36,653 99		36,653 99
Railway Grade Crossing Fund		13,740 85		13,740 85
Governor General's Car, attendance, etc		3,037 84		3,037 84
To provide for the building of two wooden ships	345 00			345 00
Contribution to the International Association of Railways Congress		97 33		97 33
Expenses with Consolidation of The Railway Act		2,000 00		2,000 00
Contribution of the Government to the Faculty of McGill University		2,500 00		2,500 00
Contribution of the Government to the Faculty of the Polytechnic School, Montreal		2,500 00		2,500 00
Compassionate allowances to families of deceased employees			13,500 00	13,500 00
Compassionate allowances to families of deceased employees, Hudson Bay Railway			1,600 00	1,600 00
Continuous Audit on behalf of the Government of Canada		5,416 64		5,416 64
Total	345 00	347,007 44	15,100 00	362,452 44
Grand total, Railways	35,630,694 97	1,067,412 19	33,415,560 45	70,113,667 61
Miscellaneous.				
War Appropriation, including Halifax Restoration		1,196,850 88		1,196,850 88
Cost of Litigation		1,211 40		1,211 40
Total		1,198,062 28		1,198,062 28

*Including the working expenses of the New Brunswick & Prince Edward Island Railway.

Expenditure on Canals for Year ended March 31, 1918.

Name of Canals.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expenditure during year.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Carillon and Grenville			27,883 96	15,772 85	43,656 81
Chambly		1,699 39	40,270 99	35,488 37	77,458 75
Cornwall			88,502 06	40,609 29	129,111 35
Lachine			102,650 70	129,600 37	232,251 07
Murray			7,164 29	3,023 07	10,187 36
Rideau	470 00		63,915 39	67,803 81	132,189 20
Sault Ste. Marie	5,500 00		28,638 99	22,985 55	57,124 54
Sonlanges		998 46	39,483 59	39,316 36	79,798 41
Ste. Anne's Lock		1,384 37	4,240 78	4,007 86	9,633 01
St. Ours Lock			4,508 19	3,357 04	7,865 23
St. Peter's		44,999 60	5,837 99		50,837 59
Trent	602,777 41	14,083 49	57,729 56	44,601 96	719,192 42
Welland		27,090 35	234,549 59	109,751 70	371,391 64
Welland Ship	1,235,046 59				1,235,046 59
Williamsburg			38,481 01	24,013 26	62,494 27
Williamsburg Galops Canal (Exchequer Court Award)	2,226 16				2,226 16
Total	1,846,020 16	90,255 66	743,857 09	540,331 49	3,220,464 40
Less—Amount received for Sault Ste. Marie Canal lands sold to the Lake Superior Corporation	64,063 09				64,063 09
	1,781,957 07	90,255 66	743,857 09	540,331 49	3,156,401 31
General on Canals.					
Dredge vessels, Lachine				8,748 55	8,748 55
Dredge vessels, Rideau				22,848 41	22,848 41
Miscellaneous			3,315 19		3,315 19
Statistical Officers			38,171 65		38,171 65
Sunday Labour			51,854 50		51,854 50
Surveys, Inspections		16,615 87			16,615 87
Quebec Canals.					
Maintenance			19,920 82		19,920 82
Hungry Bay Dyke				2,999 50	2,999 50
Miscellaneous.					
Miscellaneous works not provided for		1,279 00			1,279 00
Civil Service Amendment Act gratuities to dependents of deceased employees		3,401 75			3,401 75
Compassionate allowance to the widow of the late John Bates			2,000 00		2,000 00
Total		21,296 62	115,262 16	34,596 46	171,155 24
Grand total	1,781,957 07	111,552 28	859,119 25	574,927 95	3,327,556 55

RECAPITULATION.

	Capital.	Income.	Revenue.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure on railways, including Quebec Bridge and Railway Subsidies	35,630,694 97	1,067,412 19	33,415,560 45	70,113,667 61
Expenditure on canals	1,781,957 07	111,552 28	1,434,047 20	3,327,556 55
Miscellaneous expenditure		1,198,062 28		1,198,062 28
Grand total	37,412,652 04	2,377,026 75	34,849,607 65	74,639,286 44

Expenditure on Canals to March 31, 1918.

CAPITAL ACCOUNT.

Canal.	Previous Years	1917-18.	Total.
	$ cts	$ cts.	$ cts
Baie Verte			
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	4,182,092 96		4,182,092 96
Chambly	780,996 52		780,996 52
Cornwall	7,246,304 21		7,246,304 21
Culbute Lock and Dam	382,391 46		382,391 46
Lachine	14,132,684 80		14,132,684 80
Lake St. Francis	75,906 71		75,906 71
Lake St. Louis	298,176 11		298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,201,804 31	470 00	4,202,274 31
Sault Ste. Marie	4,994,372 51	* *58,563 09*	4,935,809 42
Soulanges	7,904,044 53		7,904,044 53
Ste. Anne Lock	1,170,215 63		1,170,215 63
St. Lawrence River and Canals—			
North Channel	1,995,142 87		1,995,142 87
River Reaches	483,830 20		483,830 20
Galops Channel	1,039,895 65		1,039,895 65
St. Ours Lock	127,228 56		127,228 56
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	16,239,383 74	602,777 41	16,842,161 15
Welland	29,399,405 93		29,399,405 93
Welland Ship	13,693,922 99	1,235,046 59	14,928,969 58
Williamsburg	1,334,551 80		1,334,551 80
Farran's Point	877,090 57		877,090 57
Galops	6,141,241 95	2,226 16	6,143,468 11
Rapide Plat	2,159,880 80		2,159,880 80
Total	122,884,348 15	1,781,957 07	124,666,305 22
Canals General	34,966 69		34,966 69
Grand Total	122,919,314 84	1,781,957 07	124,701,271 91

INCOME ACCOUNT.

Baie Verte	41,387 53		41,387 53
Beauharnois	265,810 84		265,810 84
Carillon and Grenville	351,431 74		351,431 74
Chambly	759,574 15	1,699 39	761,273 54
Cornwall	593,652 62		593,652 62
Culbute Lock and Dam	60,923 37		60,923 37
Lachine	1,595,902 70		1,595,902 70
Lake St. Francis	25,043 68		25,043 68
Lake St. Louis			
Murray	101,423 11		101,423 11
Rideau	676,832 22		676,832 22
Sault Ste. Marie	280,098 01		280,098 01
Soulanges	159,067 42	998 46	160,065 88
St. Anne Lock	84,044 81	1,384 37	85,429 18
St. Lawrence River and Canals	128,298 11		128,298 11
St. Ours Lock	174,028 88		174,028 88
St. Peter	661,553 53	44,999 60	706,553 13
Tay	748 65		748 65
Trent	940,786 31	14,083 49	954,869 80
Welland	1,560,396 46	27,090 35	1,587,486 81
Welland Ship			
Williamsburg	299,600 15		299,600 15
Total	8,764,604 32	90,255 66	8,853,859 98
Canals General	645,385 10	21,296 62	666,681 72
Grand Total	9,408,989 42	111,552 28	9,520,541 70

* Amount received for the sale of land to the Lake Superior Corporation $ 64,063 09
Less—Amount of Expenditure chargeable to Capital during the fiscal year 5,500 00

Difference credited as above $58,563 09

SESSIONAL PAPER No. 20

Miscellaneous Expenditure for Year ended March 31, 1918.

REVENUE ACCOUNT—REPAIRS.

Canals	Previous Years.	1917-18.	Total.
	$ cts.	$ cts.	$ cts.
Baie Verte			
Beauharnois	525,691 23		525,691 23
Carillon and Grenville	577,328 91	15,772 85	593,101 76
Chambly	943,237 30	35,488 37	978,725 67
Cornwall	994,554 14	40,609 29	1,035,163 43
Culbute Lock and Dam	7,036 15		7,036 15
Lachine	2,107,488 76	129,600 37	2,237,089 13
Murray	101,238 17	3,023 07	104,261 24
Rideau	1,767,665 34	67,803 81	1,835,469 15
Sault Ste. Marie	374,159 17	22,985 55	397,144 72
Soulanges	461,949 50	39,316 36	501,265 86
Ste. Anne's Lock	142,741 63	4,007 86	146,749 49
St. Lawrence River and Canals			
St. Ours Lock	101,022 76	3,357 04	104,379 80
St. Peter's	36,423 55		36,423 55
Trent	721,685 47	44,601 96	766,287 43
Welland	3,724,584 86	109,751 70	3,834,336 56
Welland Ship			
Williamsburg	616,842 78	24,013 26	640,856 04
Total	13,203,649 72	540,331 49	13,743,981 21
Canals, General	514,257 61	34,596 46	548,854 07
Grand total	13,717,907 33	574,927 95	14,292,835 28

REVENUE ACCOUNT—STAFF.

Beauharnois	649,574 89		649,574 89
Carillon and Grenville	814,714 16	27,883 96	842,598 12
Chambly	982,145 77	40,270 99	1,022,416 76
Cornwall	1,641,333 34	88,502 06	1,729,835 40
Culbute Lock and Dam	11,507 48		11,507 48
Lachine	2,763,340 64	102,650 70	2,865,991 34
Murray	139,640 44	7,164 29	146,804 73
Rideau	1,727,749 69	63,915 39	1,791,665 08
Sault Ste. Marie	425,872 60	28,638 99	454,511 59
Soulanges	539,921 10	39,483 59	579,404 69
Ste. Anne's Lock	116,005 63	4,240 78	120,246 41
St. Ours Lock	118,500 76	4,508 19	123,008 95
St. Peter's	116,462 93	5,837 99	122,300 92
Trent	575,720 49	57,729 56	633,450 05
Welland	4,836,865 31	234,549 59	5,071,414 90
Williamsburg	654,578 87	38,481 01	693,059 88
Total	16,113,934 10	743,857 09	16,857,791 19
Canals, General	1,980,588 75	115,262 16	2,095,850 91
Grand total	18,094,522 85	859,119 25	18,953,642 10

Total Expenditure by Canal to March 31, 1918.

Canals.	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Baie Verte		44,387 53			44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville	4,182,092 96	351,431 74	842,598 12	593,101 76	5,969,224 58
Chambly	780,996 52	761,273 54	1,022,416 76	978,725 67	3,543,412 49
Cornwall	7,246,304 21	593,652 62	1,729,835 40	1,035,163 43	10,604,955 66
Culbute Lock and Dam	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine	14,132,684 80	1,595,902 70	2,865,991 34	2,237,089 13	20,831,667 97
Lake St. Francis	75,906 71	25,043 68			100,950 39
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	101,423 11	146,804 73	104,261 24	1,601,435 79
Rideau	4,202,274 31	676,832 22	1,791,665 08	1,835,469 15	8,506,240 76
Sault Ste. Marie	4,935,809 42	280,098 04	454,511 59	397,144 72	6,067,563 77
Soulanges	7,904,044 53	160,065 88	579,404 69	501,265 86	9,144,780 96
Ste. Anne's Lock	1,170,215 63	85,429 18	120,246 41	146,749 49	1,522,640 71
St. Lawrence River and Canals—					
North Channel	1,995,142 87				
River Reaches	483,830 20	128,298 11			3,647,166 83
Galops Channel	1,039,895 65				
St. Ours Lock	127,228 56	174,028 88	123,008 95	104,379 80	528,646 19
St. Peter's	648,547 14	706,553 13	122,300 92	36,423 55	1,513,824 74
Tay	489,599 23	748 65			490,347 88
Trent	16,842,161 15	954,869 80	633,450 05	766,287 43	19,196,768 43
Welland	29,399,405 93	1,587,486 81	5,071,414 90	3,834,336 56	39,892,644 20
Welland Ship	14,928,969 58				14,928,969 58
Williamsburg	1,334,551 80				
Farran's Point	877,090 57	299,600 15	693,059 88	640,856 04	12,148,507 35
Galops	6,143,468 11				
Rapide Plat	2,159,880 80				
Total	124,666,305 22	8,853,859 98	16,857,791 19	13,743,981 21	164,121,937 60
Canals, General	34,966 69	666,681 72	2,095,850 91	548,854 07	3,346,353 39
Grand Total	124,701,271 91	9,520,541 70	18,953,642 10	14,292,835 28	167,468,290 99

RECAPITULATION.

Yearly Expenditure on Canals and Revenue received to March 31, 1918.

—	Year ending.	Capital	Income.	Revenue.		Revenue received.
				Staff.	Repairs.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure	.....	20,593,866 13	98,378 46	.....	.....	.....
Government expenditure 1868 to 1879 included	.....	17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,068 36
Govt. expenditure since	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" "	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" "	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" "	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" "	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" "	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" "	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" "	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" "	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" "	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" "	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" "	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" "	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" "	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" "	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
" "	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" "	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" "	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	† 79,536 51
" "	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" "	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" "	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" "	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" "	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
" "	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
" "	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
" "	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" "	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 66
" "	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 06
" "	1915	5,490,796 03	405,806 32	675,170 67	562,599 27	427,763 14
" "	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 21
" "	1917	4,304,589 09	372,102 96	700,022 11	486,167 67	461,423 14
" "	1918	1,781,957 07	90,255 66	743,857 09	540,331 49	414,868 22
*Total	.....	*124,666,305 22	8,853,859 98	16,857,791 19	13,743,981 21	17,080,139 54

*This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specific canals.

†Canal tolls abolished this year.

Canals Revenue received during year ending March 31, 1918.

Collection Division.	Wharfage, Storage, Harbour Dues, etc.	Hydraulic and other Rents.	Total.
	$ cts.	$ cts	$ cts.
Welland Canal.		414 00	414 00
Port Colborne	55 30	11,099 40	11,154 70
Port Colborne Elevator	163,164 82	.....	163,164 82
Port Dalhousie	539 09	47,396 60	47,935 69
Totals	163,759 21	58,910 00	222,669 21
Welland Ship Canal		2,832 50	2,832 50
St. Lawrence Canals—			
Coteau Landing (Beauharnois Canal)		14,818 15	14,818 15
" " (Soulanges Canal)	154 00	3,478 77	3,632 77
Cornwall	704 66	13,515 50	14,220 16
Cardinal—Williamsburg Canal	10 00	1,650 10	1,660 10
Lachine Canal (Montreal)	11,389 74	128,396 93	139,786 67
" " (Lachine)	606 14		606 14
Totals	12,864 54	161,859 45	174,723 99
Chambly Canal		636 00	636 00
Chambly	4 00	56 00	60 00
St. Johns		29 00	29 00
St. Ours Lock		60 00	60 00
Totals	4 00	781 00	785 00
Ottawa River Canals—			
Carillon & Grenville Canal		192 00	192 00
" " Grenville	8 00	5 00	13 00
" " Carillon		310 00	310 00
Ste. Anne's Lock	63 83	152 00	215 83
Chats Falls Canal		1 00	1 00
Totals	71 83	660 00	731 83
Rideau Canal		1,916 13	1,916 13
Ottawa	150 00	3,261 82	3,411 82
Kingston Mills		402 00	402 00
Smiths Falls	65 00	3,161 70	3,226 70
Totals	215 00	8,741 65	8,956 65
St. Peter's Canal		7 00	7 00
Murray Canal		248 00	248 00
Trent Canal	88 00	3,741 04	3,829 04
Sault Ste. Marie Canal		85 00	85 00
Grand totals	177,002 58	237,865 64	414,868 22
Net amount deposited to the credit of the Receiver General.			414 868 22

Hydraulic and Other Rents, showing Rent accrued, paid, and balances due March 31, 1918.

Balance due April 1, 1917.	Hydraulic and other rents accrued 1917–18.	Lock House Rents.	Totals.	Canals.	Abatement for overcharges.	Deposited to the credit of the Receiver General.		Balance due March 31, 1918	Totals.
						Lock House Rents.	Hydraulic Rents, etc.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
*57,900 56	64,340 32	414 00	122,654 88	Welland	427 76	414 00	58,496 00	63,317 12	122,654 88
*645 00	2,955 50	.....	3,600 50	Welland Ship	.....	.....	2,832 50	768 00	3,600 50
9,260 67	4,210 10	216 00	13,686 77	Williamsburg	850 00	216 00	1,434 10	11,186 67	13,686 77
1,425 10	14,025 50	.....	15,450 60	Cornwall	.....	.....	13,515 50	1,935 10	15,450 60
5,769 09	14,816 15	.....	20,585 24	Beauharnois	.....	.....	14,818 15	5,767 09	20,585 24
30,632 77	136,228 60	204 00	167,065 37	Lachine	2,625 88	204 00	128,192 93	36,042 56	167,065 37
760 84	126 00	696 00	1,582 84	Chambly	.....	696 00	85 00	801 84	1,582 84
6,750 53	7,050 52	1,916 13	15,717 18	Rideau	.....	1,916 13	6,825 52	6,975 53	15,717 18
14,465 80	16,780 23	1,263 00	32,509 03	Trent	151 00	1,263 00	2,478 04	28,616 99	32,509 03
60 00	85 00	.....	145 00	Sault Ste. Marie	.....	.....	85 00	60 00	145 00
21,383 08	643 00	192 00	22,218 08	Carillon and Grenville	.....	192 00	315 00	21,711 08	22,218 08
.....	3,136 00	342 77	3,478 77	Soulanges	.....	342 77	3,136 00	.....	3,478 77
4 00	32 00	120 00	156 00	Ste. Anne's Lock	.....	120 00	32 00	4 00	156 00
1 00	1 00	.....	2 00	Chats Falls	.....	.....	1 00	1 00	2 00
.....	7 00	.....	7 00	St. Peter's	.....	.....	7 00	.....	7 00
3 00	9 00	240 00	252 00	Murray	.....	240 00	8 00	4 00	252 00
149,061 44	264,445 92	5,603 90	419,111 26	....Totals	4,054 64	5,603 90	232,261 74	177,190 98	419,111 26

*Arrears amounting to $89 have been transferred from Welland Canal to Welland Ship Canal during 1917–18.

Welland Ship Canal.—Amounts expended on Construction.

	Year ending.	Capital.
		$ cts.
Expenditure	1914	994,257 60
"	1915	4,074,200 69
"	1916	4,892,105 15
"	1917	3,513,769 82
"	1918	1,235,046 59
Total		14,709,379 85

Expenditure as above		$14,709,379 85
To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—		
1905-06	$ 13,231 97	
1906-07	10,825 27	
1907-08	8,300 34	
1908-09	19,993 37	
1909-10	9,979 91	
1910-11	21,229 35	
1911-12	23,138 60	
1912-13	112,890 92	
		219,589 73
Total cost of Welland Ship Canal to March 31, 1918		$14,928,969 58

Hudson Bay Railway.—Amounts Expended on Construction.

	Year ending.	Capital.
		$ cts.
Government expenditure since Confederation	1909	92,427 83
" " "	1910	53,042 63
" " "	1911	184,149 81
" " "	1912	159,632 00
" " "	1913	1,099,063 15
" " "	1914	1,198,717 25
" " "	1915	4,773,743 99
" " "	1916	4,889,131 77
" " "	1917	2,604,279 94
" " "	1918	1,879,699 00
Total to March 31, 1918		20,233,887 37

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Quebec Bridge.—Amounts Expended on Construction.

	Year. ending.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure	1909		422,867 12
" "	1910		111,788 02
" "	1911	227,563 40	
" "	1912	603,293 07	
" "	1913	1,512,825 96	
" "	1914	2,604,105 61	
" "	1915	2,816,305 10	
" "	1916	2,746,813 70	
" "	1917	2,733,677 00	
" "	1918	931,278 01	
Total		14,175,861 85	534,655 14
Less amount received from the Phœnix Bridge Co., 1910			100,000 00
Total to March 31, 1918		14,175,861 85	434,655 14

Capital expenditure as above		$14,175,861 85
In this expenditure a total of $91,188.10 has been credited, being received for the sale of scrap and used material from the collapsed bridge.		
Add amounts paid by the Finance Department not included above:—		
Amount guaranteed by Act of 1903, Chap. 54	$ 6,424,781 00	
Amount paid to the Province of Quebec	250,000 00	
Amount paid to City of Quebec	300,000 00	
Amount paid to Emile Tanguay, as per Supreme Court award	485 20	
		6,975,266 20
		$21,151,128 05
Less amount received from the Phœnix Bridge Co		100,000 00
Agrees with Public Accounts Balance Sheet, 1918		$21,051,128 05
To which add the expenditure under Income, 1909 and 1910	$ 534,655 14	
Add also amount paid for subsidies in 1901, 1902 and 1903	374,353 33	
		909,008 47
Total expenditure to date of March 31, 1918		$21,960,136 52

EXPENDITURE on the Canadian Government Railways to March 31, 1918.

CAPITAL ACCOUNT.

Railways.	Previous to 1917-18.	1917-18.	Total.
	$ cts.	$ cts.	$ cts.
Intercolonial Ry. System as follows:—			
Canada Eastern	819,000 00		819,000 00
Cape Breton Ry	3,860,679 14		3,860,679 14
Drummond County Ry	1,464,000 00		1,464,000 00
Eastern Extension Ry	1,324,042 81		1,324,042 81
Intercolonial Ry	110,506,304 92	5,860,132 59	116,366,437 51
Montreal & European Short Line	333,942 72		333,942 72
Oxford & New Glasgow Ry	1,949,063 21		1,949,063 21
Total	120,257,032 80	5,860,132 59	126,117,165 39
Canadian Government Railways		24,392,985 80	24,392,985 80
*a*European & North American Ry	88,363 18		88,363 18
*a*Nova Scotia Ry	208,509 72		208,509 72
International Ry. of New Brunswick	7,662 45	5,369 51	13,031 96
Prince Edward Island Ry	11,451,124 15	378,433 29	11,829,557 44
New Brunswick & Prince Edward Island Ry	270,790 66	120,663 61	391,454 27
Quebec & Saguenay Ry	332,254 93	1,371,334 97	1,703,589 90
*b*Hudson Bay Ry	18,354,188 37	1,879,699 00	20,233,887 37
National Transcontinental Ry	163,797,783 66	690,453 19	164,488,236 85
Annapolis and Digby	660,683 09		660,683 09
Canadian Pacific Ry	62,789,776 09		62,789,776 09
*c*Carleton Branch Ry	48,410 48		48,410 48
Yukon Territory Works—Stikine Teslin Ry	283,323 55		283,323 55
Governor General's Cars	71,538 82		71,538 82
Miscellaneous Expenditure	18,000 00	345 00	18,345 00
Total on Railways	378,639,441 95	34,699,416 96	413,338,858 91
*b*Quebec Bridge	13,244,583 84	931,278 01	14,175,861 85
Total	391,884,025 79	35,630,694 97	427,514,720 76

a Amount paid on this line, between 1868 and 1873, inclusive, was transferred to Consolidated Fund.
b See Special Statement, page 19.
c This Railway which cost $88,410.48, was sold in 1893 to the City of St. John, N.B., for $40,000. Vict. Cap. 6.

EXPENDITURE on the Canadian Government Railways to March 31, 1918.

INCOME ACCOUNT.

Railways.	Previous to 1917-18.	1917-18.	Total.
	$ cts	$ cts	$ cts.
Annapolis and Digby Ry	8,381 82		8,381 82
Intercolonial Ry	280,000 00		280,000 00
Miscellaneous expenditure	3,680,467 61	347,007 44	4,027,475 05
Total	3,968,849 43	347,007 44	4,315,856 87
Quebec Bridge	434,655 14		434,655 14
	4,403,504 57	347,007 44	4,750,512 01

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Expenditure of the Canadian Government Railways to March 31, 1918.

REVENUE ACCOUNT—WORKING EXPENSES.

Railways.	Previous to 1917–18.	1917–18.	Total.
	$ cts.	$ cts.	$ cts.
Canadian Pacific Ry	318,216 30		318,216 30
Eastern Extension Ry	538,094 06		538,094 06
*Intercolonial Ry	233,520,007 27	21,090,298 09	254,610,305 36
†New Brunswick and Prince Edward Island Ry	209,004 68	†	209,004 68
Intercolonial Ry., Improvements and Betterments	2,586,230 21		2,586,230 21
International Ry. of New Brunswick	573,464 99	385,508 92	958,973 91
National Transcontinental Ry	12,551,052 30	10,660,389 89	23,211,442 19
Prince Edward Island Ry	12,989,856 52	1,123,291 12	14,113,147 64
St. John and Quebec Ry	213,752 30	140,972 43	354,724 73
Miscellaneous expenditure	94,189 97	15,100 00	109,289 97
	263,593,868 60	33,415,560 45	297,009,429 05

*Including expenditure on the Baie des Chaleurs Railway in 1897, amounting to $18,679.97.
†Included in Intercolonial Railway Working Expenses.

Revenue Received by the Canadian Government Railways to March 31, 1918.

Railways.	Previous to 1917–18.	1917–18.	Total.
	$ cts.	$ cts.	$ cts.
Canadian Pacific Ry	396,473 75		396,473 75
Eastern Extension Ry	462,465 68		462,465 68
Intercolonial Ry	227,936,927 67	18,758,186 41	246,695,114 08
New Brunswick and Prince Edward Island Ry	114,170 90		114,170 90
International Ry. of New Brunswick	286,771 08	140,900 44	427,671 52
National Transcontinental Ry	9,872,786 04	7,621,204 51	17,493,990 55
Prince Edward Island Ry	9,178,461 29	656,227 22	9,834,688 51
St. John and Quebec Ry	147,242 06	64,438 29	211,680 35
	248,395,298 47	27,240,956 87	275,636,255 34

Expenditure common to both Railways and Canals, including War appropriation, to March 31, 1918.

INCOME ACCOUNT.

Expenditure previous to 1917–18	$1,387,673 26
Expenditure during 1917–18	1,198,062 28
	$2,585,735 54

Expenditure common to both Railways and Canals to March 31, 1918.

REVENUE ACCOUNT.

	Total.
	$ cts.
Expenditure	69,711 05

RECAPITULATION—GOVERNMENT RAILWAYS.

Expenditure and Revenue to March 31, 1918.

—	Year.	Capital.	Revenue.		Revenue received.
			Improvement and Betterments.	Working expenses.	
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation		13,881,160 65			
Since Confederation	1868	483,353 65		359,961 08	420,752 58
" "	1869	282,615 18		387,548 47	455,022 76
" "	1870	1,729,381 49		445,208 75	471,245 09
" "	1871	2,916,930 45		442,993 31	565,713 52
" "	1872	5,620,569 67		595,076 22	622,900 56
" "	1873	5,763,268 81		1,011,892 60	703,458 26
" "	1874	3,925,123 69		1,847,925 24	893,430 17
" "	1875	5,018,427 85		1,581,934 24	886,087 42
" "	1876	4,497,434 75		1,497,128 22	956,922 42
" "	1877	3,209,502 16		1,890,268 80	1,285,110 27
" "	1878	2,643,741 73		2,032,873 05	1,514,846 38
" "	1879	2,507,053 71		2,233,496 34	1,419,955 60
" "	1880	6,109,077 14		1,851,489 26	1,739,137 25
" "	1881	5,577,236 73		2,220,421 39	2,200,486 25
" "	1882	5,175,046 61		2,310,638 51	2,237,583 39
" "	1883	11,707,619 02		2,636,551 70	2,541,205 41
" "	1884	14,013,074 89		2,613,508 87	2,551,937 97
" "	1885	11,224,244 54		2,749,710 53	2,624,243 07
" "	1886	4,443,220 17		2,819,973 50	2,629,336 35
" "	1887	1,846,887 18		3,152,650 40	2,840,747 88
" "	1888	1,765,582 11		3,621,076 62	3,166,253 22
" "	1889	2,709,857 37		3,513,063 67	3,167,542 67
" "	1890	2,392,767 99		3,846,044 42	3,203,874 11
" "	1891	1,184,317 34		3,949,263 73	3,181,888 56
" "	1892	417,425 73		3,748,597 77	3,136,393 51
" "	1893	712,917 44		3,288,629 62	3,262,505 62
" "	1894	585,749 01		3,226,208 13	3,179,019 57
" "	1895	376,814 83		3,197,846 17	3,129,450 37
" "	1896	324,774 72		3,251,442 61	3,140,678 47
" "	1897	204,624 31		3,195,959 58	3,060,074 38
" "	1898	270,990 85		3,507,248 88	3,313,847 10
" "	1899	1,112,348 47		3,696,612 31	3,940,570 11
" "	1900	3,309,130 42		4,665,228 06	4,774,161 87
" "	1901	3,922,989 37		5,739,051 54	5,213,381 24
" "	1902	5,386,611 24		5,861,099 54	5,918,990 43
" "	1903	3,083,680 86		6,471,134 20	6,584,598 77
" "	1904	2,619,059 86		7,599,958 57	6,627,255 51
" "	1905	6,125,481 79		8,906,151 35	7,050,892 11
" "	1906	6,102,565 74		7,893,653 49	7,950,552 97
" "	1907	7,174,370 17		7,328,745 65	6,509,186 49
" "	1908	23,684,005 25		9,595,295 43	9,534,569 04
" "	1909	29,414,227 34		9,764,586 51	8,894,420 42
" "	1910	21,505,975 91		9,095,903 96	9,617,963 71
" "	1911	24,532,466 18		10,037,878 77	10,249,391 38
" "	1912	23,108,805 52		11,074,852 80	11,034,165 83
" "	1913	17,375,968 10		12,499,925 65	12,442,203 46
" "	1914	21,628,095 15		13,559,225 45	13,394,317 37
" "	1915	21,865,663 92		12,471,453 85	12,149,357 32
" "	1916	21,155,255 19	1,515,895 57	17,891,484 65	18,427,908 65
" "	1917	12,003,649 70	1,070,334 64	24,725,571 90	23,539,758 61
" "	1918	31,699 116 96		33,100 460 45	27,240,956 87
Total		*413,360,858 91	2,586,230 21	291,313,908 87	275,636,255 34

Total amount of capital expenditure, construction	$ 113,360,858 91
Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway	40,000 00
Net amount of capital expenditure	$ 413,320,858 91

* Amount paid for Quebec Bridge not included.

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TOTAL EXPENDITURE and Revenue of the Department of Railways and Canals prior to and since Confederation to March 31, 1918.

	$ cts.	$ cts.
TOTAL EXPENDITURE		975,236,219 62
Expenditure on Railways	714,664,144 83	
" Quebec Bridge	14,610,516 99	
" Railway subsidies	75,837,820 22	
" Canals	167,468,290 99	
" Miscellaneous	2,655,446 59	
Total expenditure		975,236,219 62
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital account	552,215,992 67	
Revenue account	330,325,617 48	
Income account	16,856,789 25	
Consolidated fund—Railway subsidies, pages 21 to 28	75,837,820 22	
		975,236,219 62
CLASSIFICATION OF EXPENDITURE IN DETAIL—		
Railways—		
Capital—*See* page 16	413,338,858 91	
Income—*See* page 16	4,315,856 87	
Revenue—*See* page 17	297,009,429 05	
		714,664,144 83
Quebec Bridge—		
Capital—*See* page 15	14,175,861 85	
Income—*See* page 15	434,655 14	
		14,610,516 99
Railway Subsidies—*See* pages 21 to 28		75,837,820 22
Total on railways $805,112,482.04		
Canals—		
Capital—*See* pages 10 and 11	124,701,271 91	
Income—*See* pages 10 and 11	9,520,541 70	
Revenue—*See* pages 10 and 11		
" Staff $18,953,642 10		
" Repairs 14,292,835 28	33,246,477 38	
		167,468,290 99
Miscellaneous Expenditure—		
Income—*See* page 17	2,585,735 54	
Revenue—*See* page 17	69,711 05	
		2,655,446 59
Total expenditure		975,236,219 62
CLASSIFICATION OF EXPENDITURE INTO CAPITAL AND CONSOLIDATED FUND—		
Railways—		
Capital—Including Quebec bridge	427,514,720 76	
Consolidated Fund (Income and Revenue) Railway Subsidies, etc	377,597,761 28	
		805,112,482 04
Canals—		
Capital	124,701,271 91	
Consolidated Fund (Income and Revenue)	42,767,019 08	
		167,468,290 99
General Expenditure—		
Consolidated Fund (Income and Revenue)		2,655,446 59
Total expenditure		975,236,219 62
TOTAL REVENUE RECEIVED from July,1 1867, to March 31, 1918—		
Railways—*See* page 18	275,636,255 34	
Canals—*See* page 11	17,080,139 54	
Total revenue		292,716,394 88

RAILWAY AND BRIDGE SUBSIDY STATEMENTS

I.—*Statement showing the Railway Subsidies paid during the year ending March 31, 1918.*

II.—*Statement of Railway and Bridge Subsidies paid from July 1, 1883, to March 31, 1918.*

SESSIONAL PAPER No. 20

RAILWAY SUBSIDIES PAID DURING YEAR ENDING MARCH 31, 1918.

1917.	Name of Railway.	Amount.	
		$ cts.	$ cts.
Aug. 24	*Canadian Northern Ontario Railway Co.*— Act 1913, Cap. 10. Payment on account of amount withheld from subsidy payment on 894·48 miles from Ottawa to Port Arthur	40,042 56	
Dec. 5	Do. Further payment on same	15,000 00	
		55,042 56	
Aug. 29	*Canadian Northern Ontario Railway Co.*— Act 1913, Cap. 10. Payment of amount withheld from subsidy on 214·57 miles, from Toronto to Ottawa	25,920 81	
			80,963 37
Nov. 28	*Canadian Northern Pacific Railway Co.*— Act 1912, Cap. 9. Payment of subsidy on 498·96 miles from a point at Yellow Head Pass to the eastern end of the Bridge crossing the Fraser River at New Westminster		338,393 63
Oct. 9	*St. John and Quebec Railway Co.*— Sub Act, 1916, Cap. 23, Part II, Sec. 6. Payment of subsidy on line from Andover to Grand Falls	278,716 81	
1918. Jan. 29	Further payment on same	7,200 00	
			285,916 81
1917. Aug. 29	*Quebec, Montreal and Southern Railway Co.*— Yamaska to point in Lotbinière Co., 70 miles. Exchequer Court award dated May 7, 1916, for amount subsidy due to the Quebec and Southern Railway. Award $26,765,64 Costs and interests 10,201 19	36,966 64	
1917. Sept. 20	Less refund from the Canadian Government Railways, for amount withheld from subsidy due to the Quebec and Southern Railway and paid to the Intercolonial Railway during 1911–1912	22,335 70	
			14,630 94
	Total		720,404 75

Statement showing Subsidies paid to March 31, 1918.

Subsidies Voted.		Number	Railways.	July 1, 1883, to March 31, 1915.	1915-16.	1916-17.	1917-18.	Total to March 31, 1918.
Authority.	Amount.							
	$ cts			$ cts	$ cts.	$ cts.	$ cts.	$ cts.
47 Vic., chap. 8 52 " 3	51,200 00	1	Albert Southern Railway, N.B.	50,460 00				50,460 00
3-4 Geo. V, chap. 46	—	2	Alberta Central Railway, Alta.	329,480 00	75,000 00			404,480 00
62-3 Vic., chap. 7 63-4 " 8 1 Ed. VII, chap. 7	—	3	Algoma Central and Hudson Bay Ry., Ont.	2,048,704 00				2,048,704 00
9-10 " 51	—	4	Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario.	547,618 00				547,618 00
1 " 7 37 Vic., chap. 14	— 1 86,500annually for 20 years.	5	Atlantic and Lake Superior Ry., Quebec.	a163,418 19				a163,418 19
6 Ed. VII, chap. 43 9-10 " 51	—	6 7	Atlantic and Northwestern Railway. Atlantic, Quebec and Western Ry. Co., Quebec	3,732,000 00 902,800 00				3,732,000 00 902,800 00
46 Vic., chap. 25 47 " 8 52 " 3	320,000 00 300,000 00	8	Baie des Chaleurs Railway, Quebec.	620,000 00				620,000 00
—	—	9	Bay of Quinte Railway, Ontario, now (1918) Canadian Northern Ry.	141,722 45				141,722 45
50-1 Vic., chap. 27 56 " 4	62,400 00	10	Beauharnois Junction Railway, Quebec	62,400 00				62,400 00
48-9 " 54 49 " 19	22,400 00	11	Belleville and North Hastings Railway, Ontario.	21,888 00				21,888 00
50-1 " 24 57-8 " 4	57,600 00	12	Brantford, Waterloo and Lake Erie Ry., Ontario.	57,600 00				57,600 00
48-9 " 59 53 " 2 54-5 " 8 57-8 " 4	128,000 00 64,000 00	13	Brockville, Westport and Sault Ste. Marie Railway, Ontario, now (1918) Canadian Northern Ry.	140,800 00				140,800 00
—	—	14	Bruce Mines and Algoma Railway, Ontario.	53,920 00				53,920 00
49 Vic., chap. 10 50-1 " 24 48-9 " 59 49 " 10 50-1 " 24 47 " 8 48-9 " 59 49 " 10	96,000 00 6,400 00 96,000 00 38,400 00 180,000 00 128,000 00 19,200 00 32,000 00	15	Buctouche and Moncton Railway, New Brunswick.	101,600 00				101,600 00
		16	Canada Atlantic Railway, Ontario.	282,355 20				282,355 20

48-9 " 59	24,439 84	17	Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry.	374,839 84				374,839 81
51 " 3	140,800 00							
57-8 " 4	35,200 00							
62-3 " 7	—							
7-8 Ed. VII, c. 63	—	18	Canada and Gulf Terminal Ry. Co.	210,053 59				210,053 59
47 Vic., chap. 8	32,000 00							
49 " 10	57,600 00							
52 " 3	22,400 00							
53 " 2	48,000 00	19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	1,265,357 14				1,265,357 14
56 " 2	47,000 00							
57-8 " 4	70,400 00							
7-8 Ed. VII, c. 63	—							
2 Geo. V, chap. 7	—	20	Canadian Northern Alberta Ry. Co., Alberta	3,094,104 00				3,094,104 00
3-4 " 10								
6-7 Ed. VII, c. 40	—	21	Canadian Northern Ontario Ry. Co.	13,532,977 27	495,604 83	358,180 41	80,963 37	14,467,725 88
7-8 " 63								
—	—	22	Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories	1,909,132 00				1,909,132 00
2 Geo. V, chap. 9	—	23	Canadian Northern Pacific Ry. Co., British Columbia	5,403,736 80	244,889 57		338,893 63	5,987,520 00
—	—	24	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	391,819 75				391,819 75
60-61 Vic., chap. 5	3,630,000 00	25	Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass)	3,404,720 00				3,404,720 00
—	—	26	Canadian Pacific Ry. Co. (Dyment Branch)	22,336 00				22,336 00
2 Geo. V, chap. 48	—	27	Canadian Pacific Ry., Bridge at Edmonton, Alberta	126,000 00				126,000 00
3-4 " 46	—	28	Canadian Pacific Ry., Gimli to Icelandic River Bridge		80,032 00			80,032 00
—	—	29	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00				153,866 00
7-8 Ed. VII, c. 63	—	30	Can. Pac. Ry. Co., Moosejaw northwesterly	485,474 27				485,474 27
2 Geo. V, chap. 48	—	31	Can. Pac. Ry. Co. Bridge at Outlook	115,000 00				115,000 00
—	—	32	Can. Pac. Ry. Co. (Pheasant Hills Branch)	435,200 00				435,200 00
—	—	33	Can. Pac. Ry. Co. (Pipestone Branch)	160,000 00				160,000 00
55-6 Vic., chap. 5	80,000 00	34	Can. Pac. Ry. Co., B.C., Revelstoke to Arrow Lake	80,000 00				80,000 00
—	—	35	Can. Pac. Ry. Co. (Selkirk Branch)	83,200 00				83,200 00
4 Ed. VII, chap. 34	—	36	Can. Pac. Ry. Co. (Staynerville Branch)	13,024 00				13,024 00
6 " 43	—	37	Can. Pac. Ry. Co., Teulon to Icelandic River	112,000 00				112,000 00
—	—	38	Can. Pac. Ry. Co. (Waskada Branch)	64,000 00				64,000 00
7-8 Ed. VII, c. 63	—	39	Can. Pac. Ry., Winnipeg to Gimli, Man.	34,522 43				34,522 43
48-9 Vic., chap. 58	1,500,000 00	40	Canadian Pacific Extension	1,500,000 00				1,500,000 00
57-8 " 4	9,000 00	41	Cap de la Magdeleine Railway, Quebec	7,424 00				7,424 00
—	—	42	Cape Breton Extension Railway, Nova Scotia	196,800 00				196,800 00
46 Vic., chap. 25	115,200 00							
47 " 8	76,800 00	43	Caraquet Railway, New Brunswick	224,000 00				224,000 00
50-1 " 24	32,000 00							
47 " 8								
51 " 3								
52 " 3	83,612 00							
53 " 2	142,400 00	44	Central Railway, New Brunswick	226,012 54				226,012 54
57-8 " 4	48,000 00							
61 " 1								
62-3 " 1								

STATEMENT showing Subsidies paid to March 31, 1918.—*Continued.*

Subsidies Voted								
Authority	Amount	Number	Railways	July 1, 1883, to March 31, 1915.	1915-16	1916-17	1917-18	Total to March 31, 1918.
	$ cts.			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
2 Ed. VII, chap. 48	—	45	Central Railway of Canada, Quebec, now (1918) Canadian Northern Ry.	30,145 02				30,145 02
46 Vic., chap. 2	1,525,250 00	46	Central Canada Railway	1,525,250 00				1,525,250 00
7 " 8								
6-7 Ed. VII., c. 40	—	47	Central Ontario Railway Co., Ontario, now (1918) Canadian Northern Ry.	205,862 79				205,862 79
—	—	48	Coast Line of Nova Scotia, now Halifax and Yarmouth Ry., now (1918) Canadian Northern Ry.	160,000 00				160,000 00
6 Ed. VII, chap. 43		49	Colchester Coal and Railway Co., Nova Scotia	12,800 00				12,800 00
53 Vic., chap. 2	112,000 00	50	Columbia and Kootenay Ry. Co., British Columbia	88,800 00				88,800 00
50-1 " 24	44,800 00	51	Cornwallis Valley Railway Co, Nova Scotia.	44,800 00				44,800 00
52 " 3								
50-1 " 24	44,800 00	52	Cumberland Railway and Coal Co., Nova Scotia	39,850 00				39,850 00
5-6 " 5	89,600 00	53	Dominion Coal Company, Nova Scotia	87,808 00				87,808 00
50-1 " 24	22,400 00	54	Dominion Line Company, Quebec.	15,360 00				15,360 00
50-1 " 24	96,000 00							
52 " 3	14,400 00	55	Drummond County Railway, Quebec	423,936 00				423,936 00
51 " 2	76,800 00							
57-8 " 1	96,000 00							
—	—	56	East Richelieu Valley Railway Co., Quebec (Quebec, Montreal and Southern Ry).	69,952 00				69,952 00
3-4 Geo. V, chap. 46	—	57	Edmonton, Dunvegan and British Columbia Railway, Alberta			125,202 84		125,202 84
6-7 Ed. VII, c. 40	—	58	Edmonton, Yukon and Pacific Railway Co., Alberta, now (1918) Canadian Northern Ry.	91,200 00				91,200 00
46 Vic., chap. 25	38,400 00	59	Elgin, Petitcodiac and Havelock Railway, N.B.	82,652 82				82,652 82
51 " 3	44,252 82							
47 " 8	96,000 00	60	Erie and Huron Railway, Ontario.	96,000 00				96,000 00
47 " 6	750,000 00	61	Esquimalt and Nanaimo Railway, British Columbia	1,520,560 00				1,520,560 00
2 Geo. V, chap. 18	—	62	Fredericton and Grand Lake Railway Co., New Brunswick	216,576 00				216,576 00
52 Vic., chap. 5	30,000 00	63	Fredericton and St. Mary's Ry. Bridge Co., New Brunswick	30,000 00				30,000 00
60-61 " 4	500,000 00	64	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec	500,000 00				500,000 00
61 " 3								
56 " 2	48,000 00	65	Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario	39,744 00				39,744 00
7-8 Ed. VII, c. 63	—	66	Grand Trunk Pacific Ry. Co.	1,220,480 00				1,220,480 00

49 Vic., chap. 10	32,000 00							
50-1 " 24	96,000 00	67	Great Eastern Railway, Quebec	10,315 00				40,315 00
56 " 2	64,000 00							
53 " 2	37,500 00							
50-1 " 24	51,200 00	68	Guelph Junction Railway, Ontario	46,000 00				46,000 00
57-8 " 4	—	69	Gulf Shore Railway Company, New Brunswick	53,699 20				53,699 20
9-10 Ed. VII, c. 51	—	69½	Ha-Ha-Bay Railway Co., Quebec	231,226 20		235 80		231,462 00
—	—	70	Halifax and Southwestern Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.	1,238,450 93				1,238,450 93
50-1 Vic., chap. 24	9,600 00	71	Harvey Branch Railway Co., New Brunswick	5,553 57				5,553 57
49 " 10	108,800 00	72	Hereford Railway, Quebec	155,200 00				155,200 00
52 " 3	48,000 00							
46 " 25	156,800 00	73	International Railway, Quebec	156,800 00				156,800 00
53 " 2								
7-8 Ed. VII, c. 63	—	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.	725,287 47	791 93			726,080 00
—	—	75	Inverness Railway and Coal Co., now (1918) Canadian Northern Ry.	368,545 97				368,545 97
47 Vic., chap. 8	160,000 00	76	Irondale, Bancroft and Ottawa Railway, Ontario, now (1918) Canadian Northern Ry.	144,000 00				144,000 00
52 " 3								
49 " 10	38,400 00	77	Joggins Railway, Nova Scotia	37,500 00				37,500 00
50-1 " 24	4,000 00							
6 Ed. VII, chap. 43	—	78	Kettle Valley Ry. Co., British Columbia	1,416,596 80	460,691 49	290,902 43		2,174,190 72
46 " 24	89,600 00							
49 " 10	70,000 00							
50-1 " 24	12,800 00	79	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario, now (1918) Canadian Northern Ry.	208,732 80				208,732 80
52 " 3	32,000 00							
55-6 " 5	64,000 00							
47 Vic., chap. 8	48,000 00	80	Kingston and Pembroke Ry., Ontario	48,000 00				48,000 00
6 Ed. VII, chap. 43	—	81	Klondike Mines Railway	197,184 00				197,184 00
2 " 48	—	82	Kootenay Central Ry. Co., British Columbia	1,065,856 00				1,065,856 00
50-1 Vic., chap. 23	118,400 00							
55-6 " 4	224,000 00	83	Lake Erie and Detroit River Railway, Ontario	475,851 00				475,851 00
62-3 " 5	—							
2 Geo. V, chap. 48	—	84	Lake Erie and Northern Ry. Co., Ontario	135,129 60		185,062 40		320,192 00
50-1 Vic., chap. 24	65,200 00	85	Lake Témiscamingue Colonization Ry., Quebec	310,335 95				310,335 95
57-8 " 4	274,940 00							
49 " 10	11,200 00	86	L'Assomption Railway, Quebec	11,200 00				11,200 00
50-1 " 24	217,600 00	87	Laurentian Railway, now (1918) Canadian Northern Ry.	217,600 00				217,600 00
48-9 " 50	44,800 00	88	Leamington and St. Clair Ry., Ontario	51,200 00				51,200 00
50-1 " 24	6,400 00							
6-7 Ed. VII, c. 40	—	89	Liverpool and Milton Ry. now (1918) Canadian Northern Ry.	32,000 00				32,000 00
—	—	90	Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario	185,173 06				185,173 06
45 Vic., chap. 14								
55-6 Vic., chap. 5	48,000 00	91	Lotbinière and Megantic Railway, Quebec	96,000 00				96,000 00
57-8 " 4	48,000 00							
—	—	92	Mnganetawan River Railway Co., Ontario	3,552 00				3,552 00
7-8 Ed. VII, c. 63	—	93	Maritime Coal and Railway Co.	3,200 00				3,200 00
—	—	94	Massawippi Valley Railway Co., Quebec	5,376 00				5,376 00

STATEMENT showing Subsidies paid to March 31, 1918.—*Continued.*

Subsidies Voted.			Number.	Railways.	July 1, 1883, to March 31, 1915.	1915-16.	1916-17.	1917-18.	Total to March 31, 1918.
Authority.		Amount.							
		$ cts			$ cts.	$ cts.	$ cts	$ cts.	$ cts.
—		—	95	Midland Railway Co., Nova Scotia	399,060 40				399,060 40
—		—	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.	125,760 00				125,760 00
3 Ed. VII, chap.	57	—	97	Minudie Coal Co., Nova Scotia	18,544 00				18,544 00
56 Vic., chap.	2	67,200 00							
57-8 "	4	38,400 00	98	Montfort Colonization Railway, Quebec, now (1918) Canadian Northern Ry.	167,440 00				167,440 00
60-1 "	4	66,000 00							
48-9 "	59	30,000 00							
50-1 "	21	64,000 00	99	Montreal and Champlain Junction Railway, Quebec.	103,600 00				103,600 00
51 "	3	9,600 00							
49 "	10	32,000 00	100	Montreal and Lake Maskinongé Railway, Quebec	41,280 00				41,280 00
53 "	2	10,200 00							
50-1 "	21								
53 "	2	192,000 00	101	Montreal and Ottawa Railway, Ontario	192,000 00				192,000 00
54-5 "	8								
57-8 "	4								
1 Ed. VII, chap.	7	—	102	Montreal and Province Line Railway, Quebec	58,560 00				58,560 00
48-9 "	59	72,000 00	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry)	93,757 57				93,757 57
53 "	2	10,000 00							
53 Vic., chap.	2	361,270 00	104	Montreal and Western Railway, Quebec	361,270 00				361,270 00
57-8 "	4	121,600 00	105	Nakusp and Slocan Railway, British Columbia	117,760 00				117,760 00
6 Ed. VII, chap.	43	—	106	Napierville Junction Railway Co., Quebec	173,440 00				173,440 00
—		—	107	New Brunswick Coal and Railway Co., New Brunswick	48,000 00				48,000 00
48-9 Vic., chap.	59	118,400 00	108	New Brunswick and Prince Edward Island Railway	113,440 00				113,440 00
55-6 "	5	40,000 00	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia	39,840 00				39,840 00
Ed. VII, chap.	57	—	110	Nicola, Kamloops and Similkameen Coal Railway Co.	300,800 00				300,800 00
7-8 "	63	—	111	North Shore Railway Co., formerly Beersville Coal and Railway Co.	27,616 00				27,616 00
—		—	112	Northern Colonization Railway Co., Quebec	355,200 00				355,200 00
2 Geo. V, chap.	47	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick	108,160 00				108,160 00
3-4 "	46								
46 "	26	660,000 00	114	Northern and Pacific Junction Railway, Ontario	1,320,000 00				1,320,000 00
53 "	2	660,000 00							
55-6 "	5	240,000 00	115	Nova Scotia Central Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.	235,200 00				235,200 00
61 "	1								
56 "	2	32,000 00	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. & Mining Co.) now (1918) Canadian Northern Ry.	30,720 00				30,720 00

53	" 2	99,200 00	117	Orford Mountain Railway Company, Quebec	202,926 50				202,926 50
3 Ed. VII, chap.	2	—							
56	" 2	22,400 00	118	Oshawa Railway and Navigation Co., Ontario	22,400 00				22,400 00
55-6	" 5	—	119	Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00				779,712 00
	—	—	120	Ottawa and New York Railway Company, Ontario	262,384 00				262,384 00
52 Vic., chap.	3	320,000 00	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	111,931 20				111,931 20
57-8	" 6	64,000 00							
60-1	" 4	—							
52	" 3	128,000 00	122	Parry Sound and Colonization Railway, Ontario	152,800 00				152,800 00
57-8	" 1	64,000 00							
	—	—	123	Pembroke Southern Railway, Ontario	64,000 00				64,000 00
55-6 Vic., chap.	5	—	124	Phillipsburg Junction Ry. Quarry Co., Quebec	23,712 00				23,712 00
47	" 8	272,000 00							
51	" 3	41,000 00	125	Pontiac Pacific Junction Railway, Quebec	193,578 00				193,578 00
53	" 2	24,000 00							
60-1	" 4	212,500 00	126	Pontiac Pacific and Ottawa & Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)	212,500 00				212,500 00
63-4	" 2								
52	" 3	19,200 00	127	Pontiac and Renfrew Railway, Ontario	13,600 00				13,600 00
51	" 3	287,200 00	128	Port Arthur, Duluth and Western Ry., Ontario, now (1918) Canadian Northern Ry	271,200 00				271,200 00
53	" 2								
62-3	" 7	1,000,000 00	129	Quebec Bridge Co., Quebec	374,353 33				374,353 33
63-4	" 8								
47	" 8	60,342 00							
51	" 3		130	Quebec Central Ry., Quebec	541,877 30	43,161 60			585,038 90
53	" 2	288,000 00							
7-8 Ed. VII, c. 63		—							
45 Vic., chap.	14	384,000 00							
46	" 25	80,000 00							
48-49	" 59	96,000 00							
49	" 10	186,295 00							
50-1	" 24	28,800 00	131	Quebec and Lake St. John Railway, Quebec, now (1918) Canadian Northern Ry	1,261,463 50				1,261,463 50
51	" 3	96,000 00							
52	" 3	64,000 00							
53	" 2	40,000 00							
54-5	" 8	5,250 00							
57-8	" 4	44,800 00							
52 Vic., chap.	3	96,000 00	132	Quebec, Montmorency and Charlevoix Railway Co., Quebec	96,000 00				96,000 00
56	" 3								
—	—	—	132½	Quebec, Montreal and Southern Railway Co—*See*, South Shore Ry., Quebec.					
7-8 Ed. VII, c. 51		—	133	Quebec and Saguenay Railway Co., Quebec	248,801 28				248,801 28
		—	134	Schomberg and Aurora Railway Co., Ontario	46,144 00				46,144 00
52 Vic., chap.	3	163,200 00	135	Shuswap and Okanagan Railway, British Columbia	163,200 00				163,200 00
2 Geo. V., chap.	48	—	136	Southampton Railway Co., New Brunswick	81,280 00				81,280 00
50-1 Vic., chap.	24	54,400 00	137	South Norfolk Railway, Ontario	54,400 00				54,400 00
7-8 Ed. VII, c.	63	—	138	South Shore Railway (Quebec, Montreal and Southern), Quebec	514,811 06			14,630 94	529,442 00
50-1 Vic., chap.	24	138,400 00							
55-6	" 5	108,000 00	139	St. Catharines and Niagara Central Railway, Ontario	38,400 00				38,400 00
57-8	" 4	108,800 00							
52	" 3	375,000 00	140	St. Clair Frontier Tunnel Co., Ontario	375,000 00				375,000 00

STATEMENT showing Subsidies paid to March 31, 1918.—*Concluded.*

Subsidies Voted.			Number.	Railways.	July 1, 1883 to March 31, 1915.	1915-16.	1916-17.	1917-18.	Total to March 31, 1918.
Authority.		Amount.							
		$ cts			$ cts	$ cts	$ cts.	$ cts	$ cts
2 Geo. V, chap.	48	—	141	St. John and Quebec Railway Co., New Brunswick	598,319 70			285,916 81	884,236 51
53 Vic., chap.	2	57,600 00	142	St. Lawrence and Adirondack Railway, Quebec	149,481 60				149,481 60
55-6 "	3	25,024 00							
60-61 "	4								
47 "	8	22,400 00	143	St. Louis and Richibucto Railway, New Brunswick	22,400 00				22,400 00
—		—	144	St. Mary River Railway Co., Northwest Territories	148,091 00				148,091 00
7-8 Ed. VII, c.	63	—	145	St. Mary's and Western Ontario Railway Co., Ontario	67,709 00				67,709 00
7-8 "	63	—	146	St Maurice Valley Railway Co., Three Rivers to Grand Mère, Quebec	173,120 00				173,120 00
56 Vic., chap.	2	—	146½	St. Stephen and Milltown Railway, New Brunswick	14,848 00				14,848 00
3-4 Geo V, chap.	33		147	Temiskaming and Northern Ontario Railway Co., Ontario	2,134,080 00				2,134,080 00
45 Vic., chap.	14	240,000 00							
48-9 "	58	258,000 00	148	Temiscouata Railway, New Brunswick and Quebec	645,950 00				645,950 00
51 "	3	100,000 00							
53 "	2	51,200 00							
7-8 Ed. VII, c.	63	—	149	Thessalon and Northern Railway Co., Ontario	6,112 00				6,112 00
52 Vic., chap.	3	54,400 00	150	Thousand Islands Railway, Ontario	29,840 00				29,840 00
63-4 "	8								
55-6 "	3	—							
57-8 "	4	—	151	Tilsonburg, Lake Erie and Pacific Railway, Ontario	150,071 48				150,071 48
60-61 "	4								
62-63 "	7								
54-5 "	8	89,600 00							
53 "	2	35,200 00	152	Tobique Valley Railway, New Brunswick	131,016 00				131,016 00
55-6 "	3	9,600 00							
59 "	10	16,000 00	153	Toronto, Grey and Bruce Railway, Ontario	14,656 00				14,656 00
56 "	2	102,400 00	154	United Counties Railway Co., Quebec (Quebec, Montreal and Southern)	188,816 00				188,816 00
57-8 "	4	102,400 00							
7-8 Ed. VII, c.	34		155	Vancouver and Lulu Island Railway Co., British Columbia	61,760 00				61,760 00
53 Vic., chap.	2	35,200 00	156	Waterloo Junction Railway, Ontario	32,800 00				32,800 00
49 "	10	256,000 00	157	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00				256,000 00
53 "	2								
62-3 "	7	—	158	York and Carleton Railway, New Brunswick	32,896 00				32,896 00
				Total	72,757,660 17	1,400,171 42	959,583 88	720,404 75	75,837,820 22

APPENDIX II

CANADIAN GOVERNMENT RAILWAYS.

REPORT OF C. A. HAYES, GENERAL MANAGER, FOR YEAR ENDED MARCH 31, 1918.

INTERCOLONIAL RAILWAY DIVISION.

CAPITAL ACCOUNT.

The cost of the road and equipment, on March 31, 1917, was		$ 120,257,032 80
The additional expenditures during the year were	4,840,132 59	
Purchase of steamers *Drummond* and *McKee*	1,020,000 00	5,860,132 54
Making the total cost to March 31, 1918		$ 126,117,165 39
The gross earnings and working expenses for the year compare as follows—		
Gross earnings—I.C.R. Rail Account		18,511,192 24
Water Account		246,994 17
		$ 18,758,186 41
Working expenses, I.C.R. Rail Account	$20,908,745 12	
Water Account	177,660 37	
	$21,086,405 49	
N.B. and P.E.I. Ry. (Interest on purchase price)	2,692 60	
Vale Railway (rental)	1,200 00	
		21,090,298 09
Working expenses over gross earnings, deficiency		2,332,111 68

REVENUE.

The gross earnings, including water line, compare as follows with those of the previous year:—		
1916-17 (Water Line, $197,200.58)		$ 16,767,386 89
1917-18 (" 246,994.17)		18,758,186 41
Increase		$ 1,990,799 52
The earnings from passenger traffic (rail) compare as follows—		
1916-17		$ 5,587,666 53
1917-18		5,581,215 06
Decrease		$ 6,451 47
The earnings from freight traffic, including water line, compare as follows:—		
1916-17 (Water Line, $197,200.58)		$ 10,743,137 93
1917-18 (" 246,994.17)		12,650,720 19
Increase		$ 1,907,582 26
Miscellaneous earnings, including mails and express, compare as follows:—		
1916-17		$ 436,582 43
1917-18		526,251 16
Increase		$ 89,668 73
The rail earnings per mile of railway, compare as follows:—		
1916-17		$ 10,913 00
1917-18		11,840 04
Increase		$ 927 04

The earnings per train mile compare as follows:—

1916-17	$	1 94
1917-18		2 18

The number of passengers carried compare as follows:—

1916-17	4,537,454
1917-18	4,578,783
Increase	41,329

The weight of revenue-producing freight compares as follows:—

1916-17	6,770,224
1917-18	7,837 310
Increase	1,067,086

A number of statements which give detailed information are appended to this report.

WORKING EXPENSES.

1916-17 (Water Line, $123,969 74)	$	15,652,157 78
1917-18 (" 246,994 17)		21,090,298 09
Increase	$	5,438,140 31

The averages, not including Water Line, compare with those of last year as follows:—

Per mile run by engine in 1916-17	$ 1·39	
" " " 1917-18	1·85	
" " train " 1916-17	1·81	
" " " 1917-18	2·47	

The working expenses per mile of railway:—

1916-17	$	10,226 75
1917-18		13,376 04

The mileage of the railway for the year 1917-18 was 1,527·39 miles (including Vale Railway 5·95 miles).

On December 6, 1917, great destruction and damage was done to the railway property by the explosion at Halifax. Full details are given in the reports of Mr. C. B. Brown.

During the year ended March 31, 1918, 413,087 ordinary ties were put in the track; 154·87 miles of track ballasted, and a total of 62·23 miles of ditching completed to provide better drainage for the roadbed; 4·16 miles of passing sidings, 7·34 miles of additional business sidings and 2·63 miles of private sidings were provided. Bridges, culverts, wharves, fences, and buildings were repaired, and 56·76 miles of standard woven-wire fence erected.

STORES.

The value of general stores the Canadian Government Railways carried over from the previous year was	$	1,818,102 74
The value of stores purchased and charges from other departments was	$	19,447,730 08
Total of	$	24,265,832 82
The value of stores used and sold		18,060,023 37
Balance of general stores on hand, March 31, 1918	$	6,205,809 45

PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1917-18 was 276·23 miles. The gauge is 3 feet 6 inches.

The cost of road and equipment, March 31, 1917, was	$	11,451,124 15
The expenditure during year 1917-18 was		378,433 29
Making a total cost on March 31, 1918, of	$	11,829,557 44
Gross earnings (including Water Line, $177,683.04)	$	656,227 22
Working expenses (" " 221,209.17)		1,123,291 12
Deficiency	$	467,063 90

The gross earnings compare with the previous year as follows:—

1916-17	$	630,045 69
1917-18		656,227 22
Increase	$	26,181 53

The working expenses compare with the previous year as follows:—

1916-17	$	833,853 02
1917-18		1,123,291 12
Increase	$	289,438 10

The necessary work to maintain the railway in a state of efficiency, the renewing of the track and switch ties, and ballasting of several miles of track, has been carried out.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

The cost of road and equipment, March 31, 1917, was	$	270,790 66
The expenditure during the year 1917-18 was		120,663 61
Making a total cost on March 31, 1918, of	$	391,454 27

An amount of $2,692.60 was paid as interest on purchase price.
The mileage of the railway in 1917-18 is 36·05 miles.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

The expenditure on road and equipment, March 31, 1917, was	$	7,662 45
The expenditure during the year 1917-18 was		5,369 51
Making a total cost on March 31, 1918, of	$	13,031 96

Gross earnings and working expenses to March 31, 1918, compare as follows:—

Gross earnings		140,900 44
Working expenses (including $90,000 interest charges)		385,508 92
Deficiency	$	244,608 48

The mileage of the railway, 1917-18, is 111·30 miles.

VALE RAILWAY.

The Vale Railway, running from New Glasgow to Thorburn, N.S., a mileage of 5·95 miles, was leased May 31, 1916, from the Acadia Coal Company, at an annual rental of $1,200.

NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg and is 2,002·92 miles in length, which includes the Grand Trunk Pacific Branch Line from Fort William to Lake Superior Junction (191·75 miles).

The cost of the National Transcontinental Railway to March 31, 1917, was	$ 163,797,783 66
Expenditure during 1917-18	690,453 19
Making total cost on March 31, 1918	$ 164,488,236 85
The gross earnings compare with the previous years as follows:—	
1916-17	$ 5,916,550 99
1917-18	7,621,204 51
Increase	$ 1,704,653 52
The working expenses compare with the previous year as follows:—	
1916-17	$ 7,206,922 20
1917-18 (including $600,000 rental Lake Superior Branch)	10,660,389 89
Increase	$ 3,453,467 69
The gross earnings and working expenses to March 31, 1918, compare as follows:—	
Gross earnings	$ 7,621,204 51
Working expenses (including $600,000 rental Lake Superior Branch)	10,660,389 89
Deficiency	$ 3,039,185 38

CANADIAN GOVERNMENT RAILWAYS.

PURCHASE OF ROLLING STOCK.

Statement showing miscellaneous Rolling Stock charged to $25,000,000. Vote, Fiscal Year ending March 31, 1918.

Locomotives		$ 5,299,126 27
Freight—		
30-ton Box	$ 220,400 05	
40-ton Box	15,007,363 34	
50-ton Box	733,677 00	
30-4 Stock	2,226,261 37	
30-ton Flat	397 58	
Refrigerators	270,000 00	
Vans	78,784 26	
		$18,536,883 60
Passenger—		
New	$ 103,085 52	
Second-hand	294,189 56	
		397,275 08
Work equipment		126,012 96
Miscellaneous—		
Draft arms, Safety Appliances, etc., applied to equipment on hand		33,687 89
Total		$ 24,392,985 80

ST. JOHN AND QUEBEC RAILWAY.

The gross earning and working expenses to March 31, 1918, compare as follows:—	
Gross earnings	$ 64,438 29
Working expenses	140,972 43
Deficiency	$ 76,534 14
In addition to above, the amount paid the St. John and Quebec Railway, covering 40 per cent of gross earnings for period April 1 to September 1, 1917, and charged to Income Account (rental), was	16,769 13
	$ 93,303 27
There is still unpaid for, March 31, 1918, the 40 per cent earnings for period September 1, 1917, to March 31, 1918, amounting to	18,497 81
Total deficiency for the fiscal year	$ 111,801 08

During this fiscal year there was also paid the St. John and Quebec Railway, and charged to Income Account (rental), the 40 per cent of gross earnings for the fiscal years of 1915-16 and 1916-17, amounting to $36,459 30, held over pending adjustment of account with the province of New Brunswick.

QUEBEC BRIDGE.

The Quebec bridge, one of the greatest engineering feats in the world, was sufficiently completed to enable it to be used for traffic. The first train crossed this bridge at 12 o'clock noon, December 3, 1917, and thus the connection between the Government railway lines on the north and south sides of the St. Lawrence river was established. Since that date, traffic has been continuous.

The total length of the bridge is	3,240 feet.
The length of the main span	1,800 "
The length of the suspended span	640 "
The length of the cantilever arms	1,160 "
The length of the anchor arms	1,030 "

The *ss. Leonard*, which transferred the cars between the north and south sides, was taken out of service, and was later advantageously sold to the British Government.

MOVEMENTS OF MILITIA.

A large number of troops were handled via Canadian Government Railways, and for the year the total number was 222,593.

SNOW AND ICE REMOVAL.

The winter of 1917–18 was a very severe one, and the cost of removing snow and ice, so that traffic might be carried on, was very heavy, being $342,204.91 more than the corresponding expense in any one of the three preceding years.

FATAL ACCIDENTS.

The number of fatal accidents on the Canadian Government Railways amounted to 38, of which ten were employees, three passengers, and twenty-five others, the railways being exonerated in every case,

Statement of Averages, Canadian Government Railways, Year ended March 31, 1918.

Statement of Averages.	Intercolonial Railway.	Prince Edward Island Railway.	International Railway of New Brunswick.	National Transcontinental Railway.	Canadian Government Railways.	St. John and Quebec Railway.
Mileage of railway	1,563·44	276·23	111·30	2,002·92	3,953·89	11,987
Total engine mileage	11,299,693	482,433	167,848	4,203,467	16,153,441	86,018
Total train mileage	8,477,349	331,165	154,218	3,505,576	12,471,308	75,491
Total car mileage	132,310,931	2,212,178	1,152,061	83,011,501	218,716,671	468,691
Earnings—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Transportation—Rail	18,511,192 24	458,868 87	140,900 44	7,621,204 51	26,732,166 06	64,438 29
" Water	246,994 17	177,683 04	.....	.....	424,677 21	.....
Incidental	.....	19,675 31	.....	.....	19,675 31	.....
Total	18,758,186 41	656,227 22	140,900 44	7,621,204 51	27,176,518 58	64,438 29
Operating Expenses—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Rail	20,912,637 72	902,081 95	385,508 92	10,660,389 89	32,860,618 48	140,972 43
Water	177,660 37	221,209 17	.....	.....	398,869 54	.....
Total	21,090,298 09	1,123,291 12	385,508 92	10,660,389 89	33,259,188 02	140,972 43
Ratio of Earnings to Gross Earnings—	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.
Earnings from transportation—Rail	98·68	69·92	100·00	100·00	98·37	100·00
" " Water	1·32	27·08	.....	.....	1·56	.....
" Incidental	..	3·00	.....	.....	·07	.....
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Earnings per mile of railway	11,840 01	1,732 41	1,265 95	3,805 05	6,765 95	537 57
" engine mile	1 64	99	84	1 81	1 66	75
" train mile	2 18	1 43	91	2 17	2 15	85
	cts.	cts.	cts.	cts.	cts.	cts.
" car mile	13·99	21·63	12·23	9·18	12·23	13·75
	p.c.	p.c.	p.c.	p.c.	p.c.	p.c.
Ratio of expenses to gross earnings	112·43	171·17	273·60	139·88	122·38	218·77
	cts.	cts.	cts.	ct.s	cts.	cts.
Expenses per train mile	246·69	269·95	249·98	304·10	263·49	186·74
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenses per mile of railway	13,376 04	3,265 69	3,463 69	5,322 42	8,310 96	1,176 04
Repairs to locomotives	1,556,364 36	45,872 69	16,808 44	853,849 54	2,472,895 03	.....
" freight cars	1,033,190 16	12,754 76	9,706 89	672,802 53	1,728,454 34	.....
" passenger cars	615,230 49	32,471 97	5,427 96	215,400 58	868,531 00	.....
Cost of repairs per locomotive	3,594 37	1,479 76	1,867 61	4,879 14	3,816 20	.....
" freight car	70 19	21 99	25 28	64 10	66 02	.....
" passenger car	1,090 83	541 20	542 80	1,841 03	1,156 50	.....

Summary of Passenger and Freight Traffic on Canadian Government Railways, Year ended March 31, 1918.

—	Intercolonial Railway.	Prince Edward Island Railway.	International Railway of New Brunswick.	National Transcontinental Railway.	Canadian Government Railways.	St. John and Quebec Railway.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Passenger traffic	5,581,215 06	169,183 54	38,078 97	1,020,027 23	6,808,504 80	29,993 11
Freight traffic	12,403,726 02	260,374 09	119,600 98	7,164,340 62	19,948,041 71	55,011 55
Mails and express, etc	526,251 16	48,981 73	2,923 69	131,869 00	446,287 58	3,162 78
Total	18,511,192 24	478,539 36	160,603 64	8,052,498 85	27,202,834 09	88,167 44
Ocean service	246,994 17	177,687 86	.....	.....	424,682 03	.....
Total	18,758,186 41	656,227 22	160,603 64	8,052,498 85	27,627,516 12	88,167 44
Less hire of equipment	.....	.....	19,703 20	431,294 34	450,997 54	23,729 15
Net revenue	18,758,186 41	656,227 22	140,900 44	7,621,204 51	27,176,518 58	64,438 29
Passenger Statement.						
Local Traffic—						
Number of passengers	4,228,726	364,190	34,633	864,804	5,492,353	48,753
Mileage	158,306,981	8,291,752	1,459,890	25,903,497	193,962,120	1,247,898
Through Traffic—						
Number of passengers	350,057	53,380	401	78,859	482,697	32
Mileage	129,677,398	2,406,517	23,856	26,316,979	158,424,750	1,987
Total number of passengers	4,578,783	417,570	35,034	943,663	5,975,050	48,785
Total mileage	287,984,379	10,698,269	1,483,746	52,220,476	352,386,870	1,249,885
Freight Statement.						
Local Traffic—						
Local tons	4,606,847	96,879	65,669	1,303,097	6,072,492	37,965
Local mileage	881,654,466	3,561,043	3,097,322	421,798,617	1,310,111,448	847,405
Through Traffic—						
Through tons	3,230,463	147,612	90,344	2,597,823	6,066,272	28,965
Through mileage	1,188,542,471	6,730,962	7,939,244	959,447,435	2,162,660,112	1,661,053
Total tons	7,837,310	244,521	156,013	3,900,920	12,138,764	66,930
Total mileage	2,070,196,937	10,292,005	11,036,566	1,381,246,052	3,472,771,560	2,508,458

REPORT OF C. B. BROWN, CHIEF ENGINEER.

HALIFAX OCEAN TERMINALS.

Rockingham to Young Avenue.—Grading has been completed. Track laid and ballasted except final surface lift.

Young Avenue to Halifax Harbour.—The tracks laid last year were relined and ballasted.

Drainage and Sewers.—All drainage and sewerage work has been completed.

Houses.—Eight additional houses were moved and put into habitable condition.

Freight Sheds.—Temporary wooden sheds (Nos. 25 and 28) were erected on pier "A", after the explosion December 6, 1917, and roadway from Barrington treet to these sheds graded.
s

Bridges.—There are fourteen overgrade bridges, two of which were completed last year and nine this year.

Dredging.—Basins 1 and 2, and in front of bulkhead, have been dredged to 45 feet at low water.

Foundations.—All completed except 22 feet at south end west quay, basin No. 2.

Quay Wall.—2,500 lineal feet of blockwork were built; 2,080 lineal feet of granite face work and concrete backing were built.

Filling.—329,000 cubic yards of filling was put in place.

Steamship Accommodation.—One berth has been provided which now gives four berths available. Temporary sheds, 90 feet wide and varying in length from 396 to 594 feet, have been provided in the last two years.

Considering labour conditions, difficulties of transportation and effect of disaster, fair progress with the work was made.

ROADBED AND TRACK.

MILEAGE.

	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.	Total.
Eastern lines	2,526·12	72·86	183·94	504·39	3,287·31
Western lines	1,355·89	5·31	101·21	143·24	1,608·65
Leased lines	191·75		20·63	41·74	254·12
Total	4,073·76	78·17	308·78	689·37	5,150·08

ROADBED AND TRACK.

MILEAGE—*Concluded.*

	Inter-colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	Inter-national Ry.	St. John and Quebec Ry.	National Trans-conti-nental Ry.	Leased Lines.	Total.
Main line..Miles	1,527·39	276·23	36·05	111·30	119·87	1,811·17	191·75	4,073·76
2ad main line.... "	72·86	.....	.....	.....	.....	5·31	.....	78·17
Passing sidings "	132·90	7·95	1·37	1·41	3·37	141·15	20·63	308·78
Other sidings and spurs... "	413·13	29·64	4·47	4·35	4·48	191·56	41·74	689·37

WEIGHT OF RAIL IN MAIN TRACK.

Weight.	Inter-colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	Inter-national Ry.	St. John and Quebec Ry.	National Trans-conti-nental Ry.	Leased Lines.	Total.
50-lb.....	.....	2·80	.....	.....	.....	.....	.....	2·80
52-lb.....	.....	95·10	.....	.....	.....	.....	.....	95·10
56-lb.....	22·58	40·90	.....	9·86	.....	3·50	.....	76·84
58-lb.....	.....	134·20	.....	.....	.....	.....	.....	134·20
60-lb.....	.....	.....	.....	52·80	.....	.....	.....	52·80
67-lb.....	228·34	1·60	.....	48·40	.....	1·16	.....	279·50
70-lb.....	15·67	.....	.....	.....	.....	.....	.....	15·67
72-lb.....	.....	.....	.....	.....	.....	.....	4·34	4·34
75-lb.....	.....	.....	.....	.....	.....	.....	6·00	6·00
80-lb.....	975·08	1·63	36·05	0·24	119·87	1,811·82	181·42	3,126·10
85-lb.....	358·58	.....	.....	.....	.....	.....	.....	358·58
Total.....	1,600·25	276·23	36·05	111·30	119·87	1,816·48	191·75	4,151·93

TIE RENEWALS, BALLASTING, NEW SIDINGS, DITCHES, ETC.

	Inter-colonial Ry.	Prince Edward Island Ry.	New Brunswick and Prince Edward Island Ry.	Inter-national Ry.	St. John and Quebec Ry.	National Trans-conti-nental Ry.	Leased Lines.
Main Line—							
New 85-lb. rails laid, miles	85·15						
New 80-lb. rails laid, miles	11·80						
Relay 80-lb. rails laid, miles	28·31						1·70
Relay 67-lb. rails laid, miles				0·15			
Relay 56-lb. rails laid, miles		0·80					
Branch Lines, Main Track—							
Relay 80-lb. rails laid, miles	15·42		15·69	0·21			
Relay 67-lb. rails laid, miles	2·21			0·45			
Tie renewals—main line number	370,823	39,699	5,904	15,547	250	498,729	61,130
Tie renewals—siding, number	42,261	1,896	1,653	1,335		41,145	3,082
Tie renewals—switch ties (sets)	282			17		88	
Tie plates, anchors, number	6,500					21,960	4,000
Tie plates, number	195,170						
Ballasting, miles	154·87	5·80	16·60	13·00		11·60	
Ditching, miles	62·23	2·00			1·30	157·60	0·62
Bank widening and trimming, miles	31·00					8·50	
Tile underdraining, miles	1·21						
Rip rap protection, lineal feet	3,168	900		778		cubic yds 350	
Cribwork protection, lineal feet	2,640	200	300	265			
Concrete wall protection, lineal feet	158						
Dangerous rock removed, cubic yards	1,630					In 75 cuts	
Stone filling, cubic yards				209			
Fencing, wire, erected, miles	56·76	9·75				16·65	
Fencing, snow, erected, miles	0·60	0·40					
Fencing, snow, portable erected, miles						22·48	2·30
Sidings, passing additional, lineal feet	21,968		2,800			9,400	
Sidings, business additional, lineal feet	38,766	1,300	7,930	450		5,914	
Sidings, private additional lineal feet	13,906	491		360	680	21,574	
Sidings, passing taken up, lineal feet			493				
Sidings, business taken up, lineal feet	5,705		2,000				
Sidings, private taken up, lineal feet	27,036						

Water Service.

Intercolonial Railway.—Necessary facilities for watering of troop and passenger trains were installed at several terminal points.

New Brunswick and Prince Edward Island Railway.—A water supply was installed at Cape Tormentine.

International Railway.—A second-hand tank was erected at mile 87·9.

National Transcontinental Railway.—Water service was installed at eight stations; fourteen wells drilled. A tank was provided at Beaudet. Vapourizer attachments to gasoline pumping engines were installed at ten locations, so as to use kerosene oil instead of gasoline.

On all railways repairs were made to keep the water services in good working order.

Buildings.

Intercolonial Railway.—Replaced eight stations with new buildings. One new freight shed was provided and thirty new tool houses. Also thirty-six small miscellaneous buildings.

Prince Edward Island Railway.—Provided two shelter stations and one stock pen.

International Railway.—Provided one shelter station and extended one freight shed.

National Transcontinental Railway.—Provided two new stations, thirteen new shelters, fifteen new tool houses, two new stock pens, one new passenger platform, ten new dwellings, one coal storage platform, nineteen buildings altered and extended, three passenger platforms extended. At Transcona, the one million bushel grain elevator was completed.

Leased Lines.—Bunk house at Mission rebuilt.

On all railways the necessary additions, alterations, repairs, and painting have been carried out.

Terminal Improvements.

Intercolonial Railway.—Chaudière Junction: Ice-house extended for additional storage of 1,000 tons of ice, and transfer freight facilities improved. Moncton: Coal and ash-handling plant was installed at shops, and a machine for strengthening steel car frames was provided. An additional air compressor was supplied. St. John: The 500,000 bushel elevator with conveyors, etc., was *practically* completed. Halifax: Local freight accommodation was provided by adding to the freight shed, providing new platform and additional team tracks.

Prince Edward Island Railway.—Port Borden: Additional accommodation was provided in new terminal yard to the extent of $3\frac{1}{2}$ miles. Following buildings were also erected; transfer shed, transfer platform, No. 5 station and platform, two-stall engine-house, tank pump-house, ice-house, power-house, car inspector's house and tool-house. Buildings were purchased and accommodation provided for freight handlers. Water supply was extended to provide supply for buildings and ferry.

New Brunswick and Prince Edward Island Railway.—Cape Tormentine: Increased siding accommodation to accommodate 100 cars was provided; also three-stall engine-house with ash pit. Ferry dock, as well as water and electric light services were completed. Sackville: Two-stall engine-house with ash pit and coal hoist was provided.

National Transcontinental Railway.—Transcona: Seven tracks were extended and in addition 5.47 miles of siding for elevator were provided. Fire protection system was installed and additional charging and lighting equipment for coaches installed. Graham: 500-horsepower feed water heater was installed. Cochrane: Plant for charging cars with electricity was provided. Edmundston: The rails of five sidings taken up the previous year were replaced and one additional siding provided. Steam heat for cars at passenger station was provided.

Districts 1 and 2, western lines, were provided with fire fighting tanks, fully equipped.

At Napadogan, Edmundston, and Monk the engine-house pits and tracks were extended and new ash pit provided at Edmundston.

At all terminal points the necessary repairs to wharves, tracks, buildings, etc., were made.

Surveys and Track Centering.

On the Intercolonial, International, and National Transcontinental railways, 86 miles of track were recentered and spiralled; and on the International, track profile of 111 miles was completed.

In addition, on all railways, a number of station yards were surveyed and plans made; plans and surveys were also made where required for leases, etc.

Damage by Flood.

Considerable damage was done to roadbed on Fredericton, Centreville, Truro, and Dartmouth subdivisions through freshets and extremely high tides. To prevent this the roadbed has been raised in some places and in other places the work is now under way.

At St. John the breakwater damaged by storm was repaired.

Damage by Fire.

On the Intercolonial Railway fire damaged fifteen stations, freight sheds, etc.

On the National Transcontinental Railway, six buildings were damaged by fire, and one trestle bridge was badly damaged.

On the leased lines a trestle bridge 180 feet long was destroyed and also the bunk-house and dining-hall at Mission.

Bridges and Culverts.

Intercolonial Railway.—Eighteen bridges were replaced with concrete slabs, and sixteen bridges replaced with concrete culverts; 187 culverts were replaced with concrete pipe and twelve bridges and culverts were replaced with cedar boxes; fourteen culverts were extended for sidings, and six new culverts placed. Four new overhead highway bridges and one subway were provided, and five overhead bridges were replaced with heavier steel.

Prince Edward Island Railway.—Two bridges were replaced with concrete culverts.

New Brunswick and Prince Edward Island Railway.—Work at replacing wooden bridge over Gaspereaux river with steel structure is under way. Twenty old culverts were replaced with concrete pipe, and two small openings filled in. Box culverts were used in several places to replace wooden stringers.

National Transcontinental Railway.—Four concrete pipe culverts constructed. Some open culverts, tile drains, and small bridges replaced with permanent structures.

Leased Lines.—Seven wooden bridges were replaced with permanent culverts, and two filled in. One trestle which was destroyed by fire was rebuilt.

All other bridges and culverts of the railways were carefully looked after, repaired and strengthened or renewed where necessary, steel or concrete being used for renewals.

Sundries.

Intercolonial Railway.—At Mont Joli, a longer turntable was provided, and the turntable taken from there was erected at South Devon. Turntable taken from Laurier was erected at Borden.

The turntables on all railways were repaired and painted, etc., where necessary.

Electric Lighting.

Intercolonial Railway.—Electric lighting was installed or existing systems extended at eighteen stations. Additional generator sets to provide power and lighting at Rivière du Loup and Truro were installed.

Signals and Interlocking Plant.

Intercolonial Railway.—Mechanical train order signals were installed at four stations, one set of pneumatic crossing gates and a Hoeschen crossing bell installed.

National Transcontinental Railway.—An electrically operated interlocking plant was installed at Red River Bridge.

Station Beautification.

The work of station ground beautification was continued on all lines.

Docks and Wharves.

All docks and wharves were gone over and where necessary, repairs were made.

Car Ferries.

S.S. Scotia No. 1. New boat bridge was provided.
S.S. Scotia No. 2. Extra electric lighting system provided.

Car ferry, *Prince Edward Island*: The car ferry *Prince Edward Island* was put into service between Cape Tormentine and Port Borden.

Sundries.

Generally speaking, the roadbed, buildings, wharves, etc., received necessary running repairs, and work necessary to keep the road in good physical and efficient condition was performed.

Halifax Explosion.

On December 6, at 9.02 a.m., the greater part of the Canadian Government Railways' property, at Halifax, was either completely destroyed or badly damaged, by the explosion of the French munition ship *Mont Blanc* which was rammed and set on fire by the Belgian Relief ship *Imo*, when passing one another in the Narrows. The munition ship was abandoned by her crew immediately after being rammed, and, drifted in close to the shore, exploding when almost abreast of pier No. 6 at Richmond. The following is a brief description of the extent of the damage to railway property:—

Buildings and Wharves.

At Deepwater Terminals.—A large hole was blown through the grain elevator, the roof lifted clear and dropped back in a different position, and portions torn away. The machinery in the elevator, power-house and conveyor was seriously damaged.

On new concrete pier No. 2, the doors and steel frame windows were blown in, and the partitions on second floor of building collapsed. The heating plant in connection with this pier was badly damaged, allowing the pipes throughout the pier to freeze and burst.

On pier No. 3, the windows and doors were blown in, and practically all the roof trusses on the north side of the shed were broken.

The head of pier No. 4 was badly damaged, and the shed on this pier collapsed.

The inward and outwards freight shed had the roof lifted up and parted at the ridges in several places, and several holes were driven through the roof by falling iron. All the windows and doors were baldy damaged.

The carpenters' shop and trackmen's office were destroyed, and carmen's shanty damaged.

At North Street.—Half the roof of the train shed collapsed, and the remainder had to be taken down. The roof of the station was lifted and badly damaged and doors, windows and partitions blown out. The tower was shattered and had to be taken down. The umbrella roof between station and stairway collapsed, and walls and roof of the latter were badly damaged.

The roof of the power-house and heating plant was blown in and plant seriously damaged, allowing all pipes in the vicinity not destroyed by the explosion to freeze and burst.

The roof of D. A. R. freight shed was blown in and building otherwise seriously damaged.

The windows, doors, walls, and roof of three car-cleaning buildings and mail and express building were badly shattered.

Trackman's tool-house was destroyed, and two switchmen's shanties badly damaged.

At Richmond.— Piers No. 6 and 8 were completely destroyed, even the piles being blown away. The east end of pier No. 9 was blown away and shed destroyed, and the crib walls of pier No. 7 were badly damaged.

Richmond station, carpenter shop, carmens', customs, stevedores' and other small buildings, including the cattleshed and stock pens, were completely destroyed. The roof of the water tank was blown off, and holes caused by flying iron made through the tub; windows and door destroyed, and half the bottom casing blown away. The steel overhead foot-bridge was picked up and thrown on its side and completely destroyed. The scale house was blown away, and the track scales were slightly damaged. The two railway houses here were totally destroyed.

At Willow Park.— In the oil-stores building, the windows and doors were badly damaged. The stores and office building had windows destroyed and inside partitions moved and roof damaged.

The planing-mill had windows all destroyed and doors damaged; also some damage to machinery.

The windows in the car shop were all destroyed, and the doors and roof badly damaged.

In the machine shop and roundhouse the windows, doors, and roof were completely destroyed, and it was found necessary to abandon two sections of the latter. The roof of the water tank was blown in, allowing debris to get into the pipes, stopping the flow of water. The railway house here was almost totally destroyed.

At Fairview. The four railway houses had windows, doors, and roofs badly damaged. Small brick building for electrical regulator was badly damaged, and roof torn off.

At Rockingham and Bedford. The stations had windows blown out, and doors damaged and chimneys badly shaken.

At Waverly.—The windows had considerable glass blown out.

Tuft's Cove.—Shelter was completely destroyed.

Dartmouth.—The roof and one end was blown from the engine-house, and the building badly shattered. The freight shed had windows and doors blown out and walls badly damaged. The station had windows and doors damaged, roof lifted out of place, centre partition started from outside walls and chimney blown down. The trackman's tool-house was destroyed.

At Halifax Ocean Terminals.—Windows and doors were damaged in sheds 23 and 24. The windows of Halifax Ocean Terminals offices were damaged. The seven single and one double house on Atlantic street had windows, doors, and chimneys damaged. The two large houses on Young avenue and the one on Barrington street had windows and doors damaged.

Roadbed and Track.

Through Richmond yard and between Richmond and North street all tracks were damaged and covered with debris, and train operation entirely suspended. At Richmond in the vicinity of piers 6, 7, and 8 the greatest damage to roadbed and tracks occurred. All the rails and fastenings on the decks of piers 6 and 8 were lost in the water, but may be recovered. Heavy steel cars were blown from the tracks in the yard, taking rails with them in many cases and bending and twisting them like hoops. The force of the explosion was like an earthquake in its effect on the tracks in the yard. Many tracks were thrown out of line. The great wave which followed washed up from the bottom of the Narrows all kinds of debris, mud, and boulders which covered the tracks to a considerable depth.

The following is a statement of all track material lost and destroyed by the explosion at Richmond:—

Rails and Fastenings.

8,000 lineal feet 80-lb. rail	95·2	tons.
266 pairs angle bars 80-lb	5·9	"
1,064 bolts and nuts	0·7	"
29 boxes of track spikes	2·9	"
	104·7	"

Switch Material.

8 sets of 80-lb. switch points.
8 Burpee switch stands and fastenings.
12 Rigid No. 8 frogs.
12 sets guard rails.

On the Dartmouth side between Stairs and Black Rock siding the sea wall was washed away in several places, and 200 feet of track at Black Rock was undermined about two feet.

Restoration.

Immediately following the accident, rail communication was opened up by diverting traffic at Fairview to the Ocean terminals. Work of clearing and repairing tracks between Richmond and North street was started, and by December 9 two tracks had been completed allowing operation into North Street station. The main tracks at other places, where damaged, were also repaired at once and communication restored. Railway telegraphic communication to North street was restored by the night of December 8.

An organization known as Canadian Government Railways, Halifax Restoration, was formed to carry out the work of reconstruction. This organization took in hand the work of repairing and rebuilding all damaged tracks, buildings, and other property belonging to the railway in Halifax, Richmond, Fairview, Dartmouth, and at the request of the Department of Naval Service, looked after the reconstruction of the naval dockyard.

It was decided that the old wharves and sheds at Richmond would not be reconstructed, but that new sheds and wharves would be provided at the new docks under construction at the Halifax Ocean Terminals. The new sheds decided upon are of wooden construction, built on pier "A" and numbered 25 and 28, shed 25 being 594 feet long by 90 feet wide, and shed 28 being 550 feet long by 90 feet wide. These buildings were also constructed under the supervision of the restoration organization.

The following is a list of the work undertaken and carried out by the Canadian Government Railways, Halifax Restoration, showing the dates the various works were started and percentages completed to March 31st, 1918.:—

The greater part of the works so far undertaken by the Canadian Government Railways towards restoration of damage done is, in most cases, 100 per cent complete. The work of restoration of H.M.C. Dockyards is also about 95 per cent completed.

The number of men employed on railway and dockyard works was 457 in December, 1917; 1,418 in January, 1918; 1,097 in February, and 605 in March, 1918.

REPORT OF THE AUDITOR, STORES AND MECHANICAL ACCOUNTS.

Locomotives—
Purchased on capital account, 112; 98 were new and 14 secondhand.
Passenger Cars—
Purchased on capital account, 53: 2 sleepers, 13 parlor, 2 dining, 10 first-class, 10 second-class, 3 postal, 13 baggage, all secoadhand.
Freight Cars—
Purchased on capital account, 6,152: Box cars, new, 5,079; refrigerator, new, 100; stock, new, 876; flat, secondhand, 25; hart, secondhand, 72.
Freight Cars—
Purchased on equipment renewal account: box cars, secondhand, 119; flat cars, secondhand, 24; gondola cars, secondhand, 670; hart cars, secondhand, 14.
Work Equipment—
Purchased on capital accouat, 7: 1 60-ton steam shovel, secondhand; 1 Jordan spreader, secondhand; 1 Ledgerwood unloader, secondhand; 1 centre ballast plough, secondhand; 1 side ballast plough, secondhand; 1 5-ton crane, new; 1 Marion ditcher, new.

General Statement of work done in the Canadian Government Railways' shops for year ended March 31, 1918.

Locomotive Department—
447 locomotives received repairs; 23 converted to superheat. Steam shovels, ditchers, unloaders, pile drivers, and other machinery received the necessary repairs.
Car Department—
Two fire-fighting cars, 2 outfit cars, 5 cinder cars and 2 wrecking outfits were constructed; 37 flat and box cars were converted from standard- to narrow-gauge for Prince Edward Island Railway; 5 cars fitted up for auxiliary outfits, steam shovels, and ditchers; 385 other cars were either rebuilt or converted to other styles, as follows: Postal to baggage, 2; sleeper to baggage, 4;. express and baggage to refrigerator, 5; box to caboose, 51; box to pulpwood, 210; box to flanger, 3; box to boarding, 2; flat to pulp racks, 105; flat to flanger, 3.
Other cars of all descriptions were also brought into proper condition for traffic.
In the Halifax disaster, 37 foreign cars and 26 Government Railways cars were destroyed and equipment was damaged as follows: Government Railways locomotives 4, passenger equipment 103 cars, freight and work equipment 141; foreign lines; passenger equipment 9, freight equipment 223.

CANADIAN GOVERNMENT RAILWAYS.

Eastern and Western Lines.

Statement showing number of Locomotives, and the various classes of other rolling stock on the line, March 31st, 1917, and March 31st, 1918.

	Passenger Cars.															Freight Cars.													
	Locomotives.	Sleeping Cars.	Parlor Cars.	Dining Cars.	Colonist Cars.	First-Class Passenger Cars.	Second-Class Passenger Cars.	Postal Cars.	Baggage Cars.	Hospital Cars.	Vision Test Cars.	Box Baggage Cars.	Air Brake Instruction Cars.	Steam Motor Car.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Oil Tank Cars.	Hopper Cars.	Gondola Cars.	20-ton Coal Cars.	Hart-Otis Steel Dump Cars.	Stock Cars.	Hart Convertible Dump Cars.	Pulpwood.	Pit Cars.	Caboose Cars.	Total Freight Cars.
1 On hand, serviceable and repairing, March 31, 1917	547	102	12	29	73	173	100	40	81	10	1	26	1	1	619	10,449	189	2,980	55	565	3	163	528	366	647	222	4	281	16,452
2 To be replaced, March 31, 1917																247	9	517	1	188	1	211		19		5		21	1,219
3 Total equipment, March 31, 1917	547	102	12	29	73	173	100	40	81	10	1	26	1	1	619	10,696	198	3,497	56	753	4	374	528	385	647	227	4	302	17,671
4 Purchased and built on Equipment Renewals, new																													
5 Purchased and built on Equipment Renewals, second hand																119		24			670				14				827
6 Purchased and built on Capital, new	98															5,079	100							876					6,055
7 Purchased and built on Capital, second hand	11	2	13	2		10	10	3	13						53			25							72				97
8 Rebuilt, Box to Caboose 51, to Pulpwood 210, to Flanger 3, Boarding 2																*266*										210		51	261
9 Rebuilt, Platform to Pulpwood 105, to Flanger 3																		*108*								105			266 108 105
10 Converted in Shops, from Parlor to Baggage 2, Sleeper to Baggage 4, Express and Baggage to Refrigerator 5		*4*		*2*					1						*11*		*5*												5
Total equipment, March 31, 1918	659	100	23	31	73	183	110	43	95	10	1	26	1	1	697	15,891	303	3,546	56	753	671	374	528	1,261	733	542	4	353	25,021

To be replaced, March 31, 1917, as above																															
Condemned, year ending March 31, 1918	18																														
Total condemned and destroyed to March 31, 1918	18					2	3	1					6	572	18	933	4	430	21	233			32	4	18		33	2,328			
Purchased to replace						2	3	1					6	572	18	963	4	430	21	233			32	4	18		33	2,328			
Rebuilt and converted														266		108															
Total to be replaced, March 31, 1918	18																														
Add serviceable and repairing	659	100	23	31	73	183	110	43	95	10	1	26	1	1	697	15,894	303	3,546	56	753	674	374	528	1,261	733	542	4	353	25,021		
Total equipment, March 31, 1918	659	100	23	31	73	183	110	43	95	10	1	26	1	1	697	15,894	303	3,546	56	753	674	374	528	1,261	733	542	4	353	25,021		

CANADIAN GOVERNMENT RAILWAYS—*Concluded.*

Eastern and Western Lines.

Statement showing number of Locomotives, and the various classes of other rolling stock on the line, March 31st, 1917, and March 31st, 1918—*Concluded.*

| | Work Cars. | | |

| | | |

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of other rolling stock on the line, on March 31, 1917, and March 31, 1918.

	Locomotives.	Passenger Cars.							Freight Cars.									Work Cars.			
		First-Class Passenger Cars.	Second-Class Passenger Cars.	Combination Second-class and Baggage Cars.	Postal and Smoking Cars.	Combination Postal and Baggage Cars.	Baggage Cars.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Stock Cars.	Oil Tank Cars.	Hart Convertible.	Coal Cars.	Platform Cars.	Vans.	Total Freight Cars.	Snow Ploughs.	Flangers.	Steam Shovels.	Total Work Cars.
On hand, serviceable and repairing, March 31, 1917	22	18	9	5	4	3	6	45	308	3	28	1	15	11	150	3	519	9	8	1	18
To be replaced March 31, 1917	9	5	4	2	..	1	2	14	5	..	..	..	..	1	4	1	11	2	..	..	2
Total Equipment, March 31, 1917	31	23	13	7	4	4	8	59	313	3	28	1	15	12	154	4	530	11	8	1	20
Transferred from Intercolonial		1	..	..	..			1	30	..			..	..			30				
Total Equipment, March 31, 1918	31	24	13	7	4	4	8	60	313	3	28	1	15	12	154	4	560	11	8	1	20
Condemned and destroyed during year—Nil.																					
Rebuilt during year—Nil.																					
To be replaced, March 31, 1918	9	5	4	2	..	1	2	14	5	..	..	..	..	1	4	1	11	2	8	1	11
Add, serviceable and repairing	22	19	9	5	4	3	6	46	338	3	28	1	15	11	150	3	549	9	..	..	9
Total Equipment, March 31, 1918	31	24	13	7	4	4	8	60	313	3	28	1	15	12	154	4	560	11	8	1	20

CANADIAN GOVERNMENT EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION.

STATEMENT of Receipts and Expenditure during the year ended March 31, 1918.

Credit balance on June 30, 1917	$	62,647 42
The total receipts for the year from all sources were		186,143 08
		248,790 50
The total expenditures were		179,320 84
Leaving a credit balance of		69,469 66
Less estimated outstanding liabilities		12,050 00
Net surplus, June 30, 1918		57,419 66

SICKNESS AND ACCIDENT FUND.

The expenditures in this fund last year were $53,556.97, and this year they are shown to be $74,292.78, an increase of $20,735.81. A credit balance of $47,586.18 is shown in this fund on June 30, 1918.

TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditures in this fund during the year are shown to have been $ 17,990 33

DEATH AND TOTAL DISABILITY FUND.

This statement shows that one hundred and eighty-six death and total disability claims were assessed and paid during the year.

Eighty-eight death claims due to natural causes, aggregating	$	35,500 00
Fifty-eight death claims due to accidental injuries, aggregating		24,750 00
Thirty-seven death claims due to war, aggregating		14,250 00
		74,500 00
Three total disability claims, aggregating		750 00
		75,250 00
Amount paid last year from this fund was		52,000 00

C. B. TRITES,
Secretary.

W. P. SEARS,
Auditor.

The Death and Total Disability, also the Temporary Employees' Accident Funds show 212 death claims during the year, the largest number of deaths in any one year during the history of the association. Of this number 59 were killed or died as a result of injuries in the Halifax disaster.

Number of employees entered military service from August 4, 1914, to March 31, 1918:

Eastern Lines	1,308
Western Lines	342
Total	1,650

Of this number (1,650) 99 have been reported killed in action, died of wounds, etc., 82 of whom were from Eastern Lines and 17 from Western Lines. The claims aggregating are as follows:—

46 regular members, Halifax disaster	$ 21,000 00	
13 temporary members, Halifax disaster	3,250 00	
37 regular members, on military service	14,250 00	
		$ 38,500 00

C. B. TRITES,
Secretary.

STATEMENT showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association, by the Canadian Government Railways, during the year ended June 30, 1918.

Amount of premiums collected from the Canadian Government Railways' pay lists	$	158,225 40
Premiums collected from railways' vouchers		130 24
Annual contributions from the Canadian Government Railways		15,000 00
Canadian Government Railways' cash premiums		41 41
Total	$	173,397 05

S. L. SHANNON,

Comptroller and Treasurer Can. Govt. Rys.

SESSIONAL PAPER No. 20

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

STATEMENT of Receipts and Expenditures during the year ended March 31, 1918.

Balance at the credit of the Fund on March 31, 1917		$ 343,553 72
The contributions made by the employees during the year, being one and one-half per cent of their monthly salary and wages, were	$ 197,688 90	
The contributions made by the Canadian Government Railways were	100,000 00	
		297,688 90
Amounts received for refunds, etc		459 73
Interest accrued (at three per cent)		9,227 07
		$ 650,929 42
The amount contributed by the employees is shown to exceed by $97,688.90, the amount contributed by the railways.		
By reference to Section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the Fund in any one year must not exceed $100,000.		
The Expenditures were:—		
For retiring allowances	$ 276,890 14	
For contributions refunded in cases of deceased employees	7,227 92	
For contributions refunded which were deducted in error	13,006 43	
For contributions refunded to discharged employees, etc	280 92	
Medical examinations for probationers entering the service, etc	3,296 00	
Medical examinations for employees retiring from service	21 30	
For Election Expenses	361 43	
For Salaries and Travelling Expenses, Secretary's office, and proportion of salary Chief Medical Officer	7,231 17	
For Board Members—Time lost and travelling expenses	26 80	
For Stationery, Printing, Postage, etc., etc	1,788 40	
		310,130 51
Balance to the credit of the Fund on March 31, 1918		$ 340,798 91
It will be noted by the above Statement of Receipts and Expenditures that the amount of the contributions received from the Railways and from the Employees during the year, were		$ 297,688 90
And the Expenditures were		310,130 51
Showing that during the year the Expenditures exceeded the Receipts by		12,441 61
The gross surplus, including interest, to the credit of the Fund on March 31, 1918, was		340,798 16

C. A. HAYES,
Chairman.

C. B. TRITES,
Secretary.

REPORT OF THE COMPTROLLER AND TREASURER.

CANADIAN GOVERNMENT RAILWAYS.

CAPITAL ACCOUNT, Year ended March 31, 1918.

1917	Dr.	$ cts	$ cts	1917.	Cr.	$ cts.
	Intercolonial Railway					
Mar. 31	To Cost of Intercolonial Railway to date		120,257,032 80	Mar. 31	By Dominion of Canada	132,266,559 89
	Construction and betterments	1,805,263 67				
	Dartmouth to Deans branch line	37,190 12				
	Purchase of steamers—"McKee" and "Drummond"	1,020,000 00				
	Elimination of level crossings—Moncton	9,653 80				
		5,872,407 59				
	Cr.					
	Original construction, 1916-17. 125 00					
	Moncton cut-off line 150 00					
	Rolling stock 12,000 00					
		12,275 00				
			5,860,132 59			
	Prince Edward Island Railway.					
	To Cost of Prince Edward Island Railway to March 31, 1917	11,451,124 15				
	Construction and betterments 74,153 25					
	Provide Car Ferry Construction Terminals, etc. 304,355 04					
		378,508 29				
	Cr.					
	SS. "Northumberland", 1916-17. 75 00					
		378,433 29				
			11,829,557 44			
	New Brunswick and Prince Edward Island Railway.					
	To Cost of New Brunswick and Prince Edward Island Railway to March 31, 1917	270,790 66				
	Construction and betterments	120,663 61				
			391,454 27			
	International Railway.					
	To Cost of International Railway to March 31, 1917	7,662 45				
	Construction and betterments	5,369 51				
			13,031 96			

National Transcontinental Railway.						
To Cost of National Transcontinental Railway to March 31, 1917		163,797,783 66				
Construction and betterments	870,615 08					
To pay claims for Right-of-Way	209,575 57					
	1,080,190 65					
Cr.						
Previous years expenditure	389,737 46					
		690,453 19				
			164,488,236 85			
Canadian Government Railways.						
Rolling stock		24,392,985 80	24,392,985 80	1918.	By Dominion of Canada	194,964,821 88
			327,231,381 77			327,231,381 77

CANADIAN GOVERNMENT RAILWAYS.

Revenue Account, Year ended March 31, 1918.

Working Expenses.		$ cts	*Earnings.*	$ cts
Maintenance of way and structures		7,452,300 05	Freight earnings	20,307,932 03
Main tenance of equipment		5,816,510 34	Passenger earnings	6,861,445 32
Traffic expenses		442,456 42	Mails and express earnings	1,183,873 99
Transportation—Rail line		17,478,204 13		
Transportation—Water line		398,869 54		28,353,251 34
Miscellaneous operations		440,649 32	Less miscellaneous earnings	1,176,732 76
General expenses		536,605 62		
				27,176,518 58
Rental of leased lines:—				
Vale railway	1,200 00		Balance	6,082,969 44
International Railway of New Brunswick	90,000 00			
Transcontinental Railway	600,000 00			
New Brunswick and Prince Edward Island Railway	2,692 60			
		693,892 60		
		33,259,488 02		33,259,488 02

CANADIAN GOVERNMENT RAILWAYS.

General Balance Year ended March 31, 1918.

Dr.	$ cts.	Cr.	$ cts.
To general stores	6,205,809 45	By Dominion of Canada	9,285,244 01
Cash	7,805 98	Equipment renewal accounts	998,364 17
Auditors suspense	333,143 57	Canadian Government Railways	
Cash in transit	30,246 74	Employees provident fund	340,798 91
Loss and damage freight suspense	43,391 71	Fire renewal account	202,905 74
Unclaimed freight	4,019 65	Rail renewal account	342,083 04
Receiver General provident fund account	2,207,365 23	Apprentice fund	1,786 28
Receiver General, unclaimed wages	5,453 06	Expenditure for road and equipment—Suspense—stores—International Railway	18,672 95
Receiver General, medical fund	35,193 76	Expenditure for road and equipment suspense—Overseas rails	1,019,596 46
Receiver General, apprentice fund	2,697 98	Freight in transit	94,772 70
Rail loan account	99,025 14	Individuals and companies ledger suspense	83,270 56
Station agents	698,118 20		
Commissary stock—Moncton restaurant	571 17		
Commissary stock—Newcastle restaurant	541 70		
Commissary stock—St. John restaurant	932 08		
Commissary stock	29,250 12		
Expenditure for road and equipment suspense—International Railway	2,666 67		
Expenditure for road and equipment suspense—Improvements at Fredericton	2,905 21		
Expenditure for road and equipment suspense—St. John and Quebec Railway	2,775 45		
Expenditure for road and equipment suspense—Vale Railway	13,575 71		
Branch lines aid suspense	118,434 61		
Victory Loan suspense	3,285 00		
Employees medical fund	13,024 68		
Individuals and Companies ledger	1,781,213 96		
Traffic ledger	490,057 79		
Rents ledger	3,003 10		
Car service ledger	12,983 47		
Advances	210,000 63		
	12,387,494 82		12,387,491 82

SESSIONAL PAPER No. 20

CANADIAN GOVERNMENT RAILWAYS.

General Stores Account, Year ended March 31, 1918.

Dr.		$ cts	Cr.		$ cts.
To Balance, March 31, 1917		1,818,102 74	By Issues during year ended March 31, 1918	$14,750,002 00	
Purchases during year ended Mar. 31, 1918	15,403,557 94		Sales of material, fuel, etc	2,634,655 01	
Charg. from other departments	3,770,338 46		Sales old material	675,366 36	
Labour	150,917 77				18,060,023 37
Staff pay rolls	122,915 91		Balance—		
		19,447,730 08	Ordinary stores, including fuel	4,971,512 90	
			Roadway and bridge material	1,234,296 55	
					6,205,809 45
		24,265,832 82			24,265,832 82

CANADIAN GOVERNMENT RAILWAYS.

Statement of Cash Received. Year ended March 31, 1918.

Dr.		$ cts.	Cr.	$ cts
To Balance on hand April 1, 1918		0 02	By Amount deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1918	34,431 083 63
Amounts received during the year and credited as follows:			Leaving a balance on hand at March 31, 1918, as follows	7,805 98
Station agents	21,338,812 40			
Traffic ledger	7,960,885 18			
Car Service ledger	262,582 32			
Individuals and Compan. ledger	4,147,202 96			
Rental ledger	41,146 22			
General ledger	688,230 51			
		34,438,889 59		
		34,438,889 61		34,438,889 61

CANADIAN GOVERNMENT RAILWAYS.

Rail Renewal Account.

	$ cts.
On April 1, 1917, there was a balance to the credit of the Rail Renewal Account of	342,083 01
During the year no charges have been made against this account	
Leaving a credit balance to the credit of the Rail Renewal Account on March 31, 1918, of	342,083 04

CANADIAN GOVERNMENT RAILWAYS.

Fire Renewal Account.

	$ cts.
On April 1, 1917, there was a balance to the credit of the Fire Renewal Account of	297,442 59
There has been charged during the year against the above amount	94,536 85
Leaving a credit balance to the credit of the Fire Renewal Account on March 31, 1918, of	202,905 74

CANADIAN GOVERNMENT RAILWAYS.

Equipment Renewal Account.

		Dr.	Cr.
		$ cts	$ cts
There was a credit balance at April 1, 1917, to the credit of Equipment Renewal Account of			1,661,208 89
Cash received from sale of old rolling stock			38,236 66
			1,699,445 55
There has been charged during the year against the above account for Rolling Stock purchased:—			
24 Second-hand Platform Cars		6,960 00	
14 Second-hand Hart Cars		11,200 00	
132 Second-hand 35-ton Gondola Cars		46,284 82	
94 Second-hand Wooden Hopper Cars		31,029 62	
119 Second-hand Wooden Box Cars		58,741 20	
300 Second-hand Gondola Cars		105,378 00	
142 Second-hand 40-ton Coal Cars	61,770 00		
Inspecting and freight charges	1,530 33		
		63,300 33	
Rolling Stock purchased in 1915-16 and 1916-17 charged to Consolidated Revenue Fund Account now transferred:—			
200 30-ton Stock Cars		187,000 00	
20 30-ton Hart Cars		9,000 00	
52 40-ton Hart Cars		41,300 00	
132 40-ton Hart Cars		81,725 00	
51 30-ton Flat Cars		4,960 00	
61 30-ton Flat Cars		9,760 00	
Changing Centre Dump to Side Dump Cars		907 40	
Changing Comissary to Combined Comissary and Dining Cars		218 68	
Repairs and attendance to 12 second-hand Sleeping Cars		10,417 73	
Repairs and attendance to eight second-hand Sleeping Cars		7,404 15	
Repairs to second-hand Passenger Cars, equipment purchased		7,048 07	
Alteration of second-hand Parlor Car purchased		1,532 72	
Alteration of Tourist Car purchased		1,420 77	
Repairs and freight charges on Tourist Car No. 1152		559 32	
Freight charges on Passenger Cars purchased		347 90	
Changing two Parlor and Sleeping Cars to Baggage Cars		12,238 86	
Changing three Flat Cars to Yard Flangers		2,346 81	
			701,081 38
Leaving a credit balance to the credit of Equipment Renewal Account on March 31, 1918, of			998,364 17

NEW BRUNSWICK & PRINCE EDWARD ISLAND RAILWAY.

Rental Account, Year ended March 31, 1918.

1918	Dr.	$ cts	1918.	Cr.	$ cts
Mar. 31	To rental of New Brunswick and Prince Edward Island Railway from November 1, 1916, to August 1, 1917 - 273 days, at 3% on $80,000	2,692 60	Mar. 31	By Dominion of Canada	2,692 60
		2,692 60			2,692 60

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	DR.	$ cts.	1918.	CR.	$ cts.
Mar. 31	To rental of International Railway of New Brunswick from February 1, 1917, to January 31, 1918..	90,000 00	Mar. 31	By Dominion of Canada	90,000 00
		90,000 00			90,000 00

TRANSCONTINENTAL RAILWAY.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	DR.	$ cts.	1918.	CR.	$ cts.
Mar. 31	Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from April 1, 1917, to March 31, 1918, inclusive, at $50,000 per month.....	600,000,00	Mar. 31	By Dominion of Canada ..	600,000 00
		600,000 00			600,000 00

VALE RAILWAY.

RENTAL ACCOUNT, Year ended March 31, 1918.

1918.	DR.	$ cts.	1918.	CR.	$ cts.
Mar. 31	To amount paid Acadia Coal Co. for one year's rental of the Vale Railway from May 1, 1916, to April 30, 1917	1,200 00	Mar. 31	By Dominion of Canada ..	1,200 00
		1,200 00			1,200 00

ST. JOHN AND QUEBEC RAILWAY.

REVENUE ACCOUNT, Year ended March 31, 1918.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures..	46,669 76	Passenger.....	29,993 11
Maintenance of equipment...	6,744 29	Freight ...	55,011 55
Traffic....	3,162 93	Mails and express ...	2,999 22
Transportation—Rail line	80,713 93		88,003 88
General.....	3,681 52	LESS—Miscellaneous..	23,565 59
	140,972 43		64,438 29
Rental (Income Account).....	71,726 24	Balance.....	148,260 38
	212,698 67		212,698 67

ST. JOHN AND QUEBEC RAILWAY.

General Balance, Year ended March 31, 1918.

Dr.	$ cts	Cr.	$ cts
To Individuals and Companies ledger	2,627 70	By Dominion of Canada	5,647 63
Cash in transit	47 67	Rents ledger	9 90
Auditor's suspense	221 21	Freight in transit	1,665 55
Station agents	1,425 08		
Province of New Brunswick	2,977 51		
Traffic ledger	23 91		
	7,323 08		7,323 08

ST. JOHN AND QUEBEC RAILWAY.

Statement of Cash Received, Year ended March 31, 1918.

Dr.	$ cts		Cr.	$ cts
To Balance on hand April 1, 1917	Nil.		By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1918	116,457 36
Station agents	$ 95,350 66			
Traffic ledger	13,010 22			
Individuals and Companies ledger	7,986 58			
Rents ledger	109 90			
		116,457 36		
		116,457 36		116,457 36

ST. JOHN AND QUEBEC RAILWAY.

Stores Account, Year ended March 31, 1918.

Dr.	$ cts		Cr.	$ cts.
To Balance March 31, 1917		104 33	By Issues during year ended March 31, 1918	515 13
Purchases during year ended March 31, 1918	410 80		Sales old material	54 00
Charges from other Departments	54 00			
		464 80		
		569 13		569 13

APPENDIX III

REPORT OF W. A. BOWDEN, CHIEF ENGINEER OF THE DEPARTMENT.

OTTAWA, April 1, 1918.

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 74 miles of canal, with forty-eight locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of Lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main transcontinental line of the Canadian Government Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland, and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu River, from its junction with the St. Lawrence at Sorel to Lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton Island and the Atlantic Ocean.

With the exception of the Trent canal, where the construction of an extension to the present system is still in progress, the work executed on the various canals during the past season has been almost wholly in the nature of improvements and repairs to existing works.

LACHINE CANAL.

Traffic was carried on uninterruptedly during the entire season. Among the more important items of work performed might be mentioned the overhauling of a number of spare lock gates at Wellington Basin, and the reconstruction of two guide booms above Côte St. Paul and St. Gabriel locks. Certain repairs which had to be made to the bascule bridge at Rockfield necessitated the raising of the bridge in August, 1917, and keeping it out of commission until the opening of navigation this season.

SOULANGES CANAL.

This canal was operated without interruption during the entire season. A small road bridge at St. Fereol, and another at St. Antoine, were built in concrete to replace existing bridges. An incandescent system of electric lighting for the canal has replaced the former arc lighting system.

ST. ANN'S LOCK.

The repairs made to this lock were all of a minor nature. The old lockman's house, which had fallen into a bad state of repair, was taken down and rebuilt in a more suitable location. No interruptions to traffic occurred

ST. OURS LOCK.

Only such repairs as were necessary for the general maintenance of the lock were performed. No delays to traffic were experienced.

CARILLON AND GRENVILLE CANALS.

The canal gate lifter was rebuilt and two spare gates at lock No. 4 were taken apart and reconstructed. Traffic was maintained without interruption.

CHAMBLY CANAL.

General repairs were made to a section of roadway on the west side of the canal for a length of nearly one mile. Two pairs of lock gates were rebuilt.

BEAUHARNOIS CANAL.

This canal has been under lease to the Canadian Light and Power Company since 1907 and is, with the exception of a few minor works connected with it, no longer under the control of the department. A small amount of general repair work was done on the Hungry Bay dyke, and the ditches on the reserve land have been kept clear of obstructions.

CORNWALL CANAL.

During the entire season, this canal was operated without accident or interruption to traffic.

Among the more important repairs and improvements carried out during the year the following may be mentioned: the underpinning with concrete of about 75 feet of the southeast retaining wall below lock No. 18, an extension built by the town of Cornwall to their pumphouse west of lock No. 18, the construction of about 2,000 feet of stone underdraining in the new service ground near old lock No. 17, the rebuilding of 300 feet of stone protection wall below lock No. 20, the making of temporary repairs, which are now being made permanent to take care of a cave-in which occurred on the south canal bank a short distance above the upper dam, and which extended for a distance of 50 feet. In addition to the foregoing the usual repairs and improvements of a minor nature, such as rebuilding of gates, the construction of mooring posts, the resetting of coping stones, etc., were carried out.

FARRAN'S POINT CANAL.

Extensive repairs were made to the acetylene gas tank.

RAPIDE PLAT CANAL.

About 1,100 feet of stone protection wall along the south bank was rebuilt, and on the north bank 800 feet. At lock No. 23, a brick chimney was erected on the lock house, and electric lights installed in place of the former coal oil lights.

GALOPS CANAL.

On the south side, west of Iroquois, 350 feet of stone protection wall was rebuilt. Near the Iroquois power-house, 100 feet of dry masonry on the south side of the government ditch was taken down and rebuilt. General repairs were also made to the concrete walls of the government ditch. At Cardinal, 860 feet of tile drain was laid along the government road west of the swing bridge. The usual minor repairs also received attention.

MURRAY CANAL.

About 7,600 feet of stone protection wall was repaired and partially rebuilt. The highway along the north side of the canal was thoroughly repaired, about 300 yards of gravel being placed on it. General repairs to bridges, culverts, ditches, etc., were attented to as usual.

RIDEAU CANAL.

General repairs of a similar character to those of previous years were carried out during the past season. Traffic was maintained without interruption. The following more extensive repairs and improvements may be noted: At Pretoria Avenue, Ottawa, a new steel lift bridge was constructed over the canal to replace the former bridge near the same site. At Black Rapids, a considerable portion of the lock was taken down and rebuilt in cut-stone masonry. A lay-by pier, 140 feet long, was built at Burritt's Rapids. At Newboro lock, the breast-work above the lock, formerly of cribwork, was rebuilt in concrete. A new storehouse was built at Jones' Falls. Heavy repairs were made to the masonry of the upper lock at Brewer's Lower Mills.

TRENT CANAL.

The route of the Trent canal, as now in operation and under construction, lies between Trenton on the Bay of Quinté, where direct connection is made with Lake Ontario, and Honey Harbour on Georgian Bay, from which port the waters of the upper great lakes are at once accessible. The portion of the canal now under construction lies between Lake Couchiching and Georgian Bay.

Canal in Operation.

That portion of the canal which lies between Trenton and Rice Lake is now practically completed, and it is expected that it will formally be opened for general traffic early in the coming season; the extent of the canal now in operation, or ready for operation, may therefore be stated as about 200 miles, or between Trenton and Washago. In addition to this, other channels maintained would approximate a total of 90 miles.

On those portions of the canal which have been under regular operation, various improvements and repairs were made, among which the following may be mentioned as the more important: Dredging was carried on at Robinson's Island bar, at Yankee Bonnets and near Bobcaygeon. The Kanesis dam was rebuilt in timber, and the decks of the Hawk River and Drag Lake dams were renewed. At Peterboro an oil shed of concrete block construction was erected. There were no serious delays to traffic during the entire season.

Canal Under Construction.

Ontario-Rice Lake Division.—Under this division is included the portion of the canal which lies between Trenton and the easterly end of Rice Lake, a total distance of 56½ miles. As already noted, this section of the canal is now practically completed, and will be opened for traffic early next season. A detailed description of the various works comprised in its construction and other matters of general interest will be found in last year's report, and also in the reports of several preceding years. The entire work when fully completed will have cost slightly over five million dollars.

Severn Division.—Under this division is included the portion of the canal between lake Couchiching and Port Severn, on Georgian Bay, a total distance of 43 miles. In this distance there will be included 4 miles of canal, 5¼ miles of subaqueous channel, and 33¾ miles of deep-river and lake navigation. The rise of about 139 feet between the level of Lake Huron and that of Lake Couchiching will be overcome by five locks. For the regulation of the river levels, fifteen dams will be required. The route of the canal will be crossed by eight steel bridges, five for highway and three for railway traffic. Five of these bridges will be fixed spans, and the remainder swing spans. For construction purposes this division has been subdivided into four sections or contracts known as sections 1, 2, and 3, and the Port Severn section. Section 1 is not yet under contract, and it is not likely that tenders on it will be called for until after the close of the war. The work to be undertaken will include the construction of three locks and two regulating dams, and will extend from deep water in Georgian Bay, near Island No. 181, 17 miles easterly, to a point a little above the Big Chute near the mouth of the Severn River. Section 2, now under contract, extends from the Big Chute to a point above McDonald's Rapids, a distance of 11½ miles. The work included in the contract comprises principally the construction of a dam at Pretty Channel, a dam, lock, and power-house at Swift Rapids, and the reconstruction of the Canadian Northern Railway bridge at Ragged Rapids. The dam at Pretty Channel was completed towards the close of 1915. The dam at Swift Rapids was completed near the close of navigation last season. Since the completion of this dam, the elevation of the water in the river between Swift Rapids and Ragged Rapids has been raised 47½ feet. The power-house at this point has been completed and all machinery installed, and it is expected that the plant will be in operation within a few days. Work on the lock has been proceeding satisfactorily. The excavation for the lock pit is about completed. The concrete work of the lock and the entrance piers is now about two-thirds completed. The upper entrance piers, breast wall, and gate recess walls have been finished, and work on the side walls is well advanced. The swing span of the bridge at Washago for the crossing of the Canadian Northern Railway was completed during the year. The girder approach at the west end has not yet been erected, and the completion of the railway diversion on either side of the bridge has been delayed for want of rails. No further work was done on the substructure of the Ragged Rapids bridge. Section 3, which is about 15¾ miles in length, extends from the easterly end of section 2 to deep water in Lake Couchiching. The contract for the work to be undertaken includes the construction of a lock just north of Lake Couchiching, two highway swing bridges, one railway swing bridge, and several small dams near Washago, as well as a large amount of rock and earth excavation. Owing to the conditions resulting from the European War, a surrender of the contract was effected on 1st December last. Of the total amount of work to be performed under the contract, a little more than half has now been completed. Of the work thus far carried out, the following items are among the more important: The excavation for the Couchiching lock is practically completed, and the concrete work on the upper entrance piers, breast, and recess gate walls is well advanced.

The dredging of the channel in Lake Couchiching is nearly completed. The canal cut across country, from the Muskoka Road bridge to the river, is well advanced. The highway bridge at Muskoka Road is completed and now in use. The construction of the pivot pier only at the Hamlet Highway crossing of the canal has thus far been carried out. The swing bridge for the crossing of the Canadian Northern Railway is complete, except for the erection of the fixed spans at the west end.

WELLAND CANAL.

During the past year the canal was in operation for a period of eight months. A total of 2,816 vessels passed through it, showing a considerable increase in traffic over both the years immediately preceding. Of the various repairs and improvements carried out during the year, the following may be noted as among the more important: The swing bridge over the canal at the upper end of the locks at Port Colborne was improved by the addition of a 5-foot walk, bracketted at the side. Concrete foot-bridges were erected at lock No. 6 on the old canal over the by-pass at Goose Island. Extensive repairs were made to the under-water structures of the old canal as far down as lock No. 3 reach. On the canal feeder the freshet of this spring did great damage at Dunnville and Port Maitland. At Dunnville the long bridge over the dam was practically demolished by a washout and ice-shove. At Port Maitland damage was done to the east pier just north of the elbow, through undermining. It has not as yet been possible to effect extensive repairs in either case.

PORT COLBORNE ELEVATOR.

The business handled by the elevator during the past year was slightly less than for the 1916 season, the net earnings showing a decrease of $11,392.57. This may very largely be accounted for by the fact that oat-bagging was discontinued at the beginning of September. The contract with M. J. Hogan for repairs to the mooring dock west of the elevator was satisfactorily carried out early in the navigation season.

WELLAND SHIP CANAL.

On account of war conditions, all construction work on the Ship Canal has been suspended during the past fiscal year. All construction contracts have been cancelled. Some little maintenance work has been necessary, the following being amongst the more important items in it: A row of sheet piling had to be driven on the north side of the core of earth between the lake and lock No. 1 to protect it from further washing away by storms. A slide occurred at Queenstown Road crossing which carried out the east abutment of the bridge and damaged the roadway. It was necessary to divert a portion of the highway and to provide underdrainage by a temporary wooden culvert. Another slide occurred at lock No. 3, which caused considerable trouble for a time. Satisfactory steps, however, were taken to check it. Complete details in regard to the general scheme of the Welland ship canal, and of the various works thus far carried out on it, will be found in the reports of the previous years.

ST. PETER'S CANAL.

The improvement works begun in 1912, which consisted in the construction of a new lock and entrance at the Atlantic Ocean end of the canal, were completed in November, 1917. The total cost of the work was $561,880. The new lock is 100 feet longer than the old, and the work generally, as completed, is an immense improvement on the old canal. The work carried out during the past season, which led up to the final completion of the canal, consisted principally

in the dredging of the Atlantic entrance, the construction of over three hundred feet of concrete wall on the concrete cribs at the west side of the entrance, and a general trimming up of the entire work.

A few words of a general nature in regard to this canal and its history may not be out of place in the present report. The St. Peter's canal, which is about half a mile in length, connects the Atlantic with the Bras d'Or lakes of Cape Breton, N.S. It has one tidal lock 300 feet long and 48 feet wide and a depth of 18 feet of water on the sills at extreme low water. The canal was first opened for navigation in 1869, and has since been three times unwatered to permit of extensive repairs and improvements. It is used largely in connection with coal shipments from Sydney, and in the transportation of farm produce from Prince Edward Island to the interior of Cape Breton.

SAULT STE. MARIE CANAL.

During the past season this canal was in operation for a period of 236 days. No accidents occurred, nor was traffic at any time delayed. The volume of traffic passing through the canal showed a slight decrease on that of last year. The work of rebuilding the top of the lower south pier in concrete, which was commenced three years ago, was continued last season, and satisfactory progress made. There remains a length of about 200 feet of pier yet to be rebuilt. No other improvements of importance were carried out.

RAILWAYS.

CAR FERRY TERMINALS—NORTHUMBERLAND STRAIT.

This undertaking, which was completed during the past fiscal year, has comprised the construction of harbour works, landing piers, etc., at Cape Tormentine, New Brunswick, and at Carleton Point, Prince Edward Island, and the building of about 3 miles of Railway connecting the Cape Traverse branch of the Prince Edward Island railway with the Carleton Point terminal. The width of Northumberland Strait, between Cape Tormentine and Carleton Point, is 8 miles. A regular ferry service is now in operation.

HUDSON BAY RAILWAY.

During the past year the grading of the entire line from The Pas to Port Nelson was completed. Tracklaying was not continued. The main line track, with necessary sidings for the operation of light traffic, extends as before from The Pas to the second crossing of the Nelson River at Kettle Rapids, a distance of 334 miles. The total distance between The Pas and Port Nelson is 424 miles; there remain, therefore, about 90 miles of line over which track has yet to be laid. A large amount of ballasting was done during the year, and many depressed grades and settlements taken out. The piers and abutments of the Kettle Rapids bridge were completed early in the season, and the steel has since been erected. The painting of the structure will be done next season.

HUDSON BAY RAILWAY TERMINUS—PORT NELSON, MAN.

The deep-water development of this harbour, consisting of an artificially constructed island situated near the outer edge of the tidal flats, about two-thirds of a mile from shore, connected with the mainland by a bridge of seventeen spans, has progressed satisfactorily. The island as built is now one-half mile in length and enclosed on all but the deep-water face by timber crib retaining works, and the interior has been partly filled with material dredged from the site of the deep-water wharves and channel. The work has been greatly inter-

fered with on account of the war, and as only one ship load of material and supplies was delivered, the latter part of the season's work had to be curtailed.

A length of 2,984 feet of timber cribwork was sunk in place in connection with the island work, of which 2,384 was completed to a height of 23 feet. The cribwork has all been filled and partly back-filled with gravel, rock, and other materials.

One ice-protection crib has been built about a mile above the bridge between the island and the shore, for the purpose of breaking up the ice shove in the spring.

Dredging was continued throughout the season, both in the deep-water channel and above Flamboro Head, where 38,000 yards of gravel and rock were obtained for crib filling.

The last sheet of winter ice in the harbour moved out on the 13th June and, though there was ice about for some time afterwards, navigation began on the 13th June with gasoline boats and on the 19th with steam tugs and other craft. One dredge began work on the 1st of the same month.

The first ice appeared in the harbour on the 11th October, and the last boat was taken out of the water on the 23rd of the same month.

Reduction of forces began in September, and after the first of the year 1918 only about twenty men were retained on the work. These were chiefly engaged in test boring and survey work.

APPENDIX IV.

REPORT OF C. N. MONSARRAT, CHAIRMAN AND CHIEF ENGINEER, BOARD OF ENGINEERS, QUEBEC BRIDGE.

The status of the work in connection with the construction of the Quebec bridge at the present date, is as follows:—

The work still to be performed at the bridge site is as follows: Completion of the painting; completion of riveting; completion of concrete sidewalks; completion of handrailing; removal of falsework pedestals, north and south shores; grading and cleaning up around south anchor arm; removal of docks and cribs, north shore; removal of remains of old north main pier; and placing of riprap outside the new north main pier.

The contractor has now 150 men employed on the painting, and it will probably require several months to complete this work. About 100 men are employed on other work on the bridge, and it would appear that some time in the early fall the bridge should be entirely completed and ready to be taken out of the hands of the contractor.

In the office, the staff are engaged in checking up statements of scale weights of all the members that have entered into the construction of the bridge, preparatory to preparing final estimate on the work. They are also engaged in the collection and preparation of all data, plans, etc., for reference at a later date, or for publishing in a final report, if required.

APPENDIX V.

REPORT OF ALEX. FERGUSON, ENGINEER IN CHARGE OF CAPITAL LIFTING RAILS FOR WAR PURPOSES.

On the 21st of May, 1917, instructions were given to proceed with the work of lifting track from the roadbeds of the Grand Trunk Pacific and Canadian Northern Railways between Imrie and Resplendent, Alta., in order to provide steel rails for the use of His Majesty's armies in France, as authorized by order in council No. 1395, dated May 18, 1917.

An organization was immediately created, and the work of lifting track and of transforming the two lines into one commenced.

The Grand Trunk Pacific track between Imrie and Leaman Junction, 13.6 miles; between Obed and Pocahontas, 42.25 miles; and between Geikie and Resplendent, 34.8 miles was lifted and the rails and angle bars shipped to Three Rivers for shipment to France.

The Canadian Northern track between Leaman Junction and Obed, 79.9 miles, and between Snaring Junction and Geikie, 22.05 miles, was lifted and the rails relaid on the Grand Trunk Pacific roadbed between Leaman Junction and Obed, and between Snaring Junction and Geikie, thus releasing the Grand Trunk Pacific rails and fastenings for war purposes as required by the order in council.

The track of the Grand Trunk Pacific between Pocahontas and Snaring Junction was lifted and relaid partly with 60-pound steel and partly with 80-pound Canadian Northern steel in order to release the Grand Trunk Pacific steel for shipment to France, and at the same time preserve rail connection with the coal mines at Pocahontas. This portion of the Grand Trunk Pacific line is being operated as a spur and is, as yet, considered merely temporary. A rearrangement of the main lines may be found necessary in the interests of economy.

The first shipment of steel rails for Three Rivers left Edmonton on the 17th of June, 1917, and the last on the 26th of October, 1917. The total shipments amounted to 23,108 gross tons of rails and 1,110 gross tons of anglebars.

During the months of October, November, and December a considerable amount of work was done on the construction of highways between Otley and Carrot Creek and between Peers and Fulstow in order to give the settlers access to the Grand Trunk Pacific line. Before the close of the fiscal year arrangements were made for the completion of these roads and for the construction of a roadway from Rosevear on the Grand Trunk Pacific to Horner.

APPENDIX VI.

AGREEMENT FOR THE PURCHASE OF 600,000 SHARES OF THE CAPITAL STOCK OF THE CANADIAN NORTHERN RAILWAY.

AGREEMENT made the first day of October, A.D. 1917,

BETWEEN HIS MAJESTY THE KING, represented herein by the Minister of Finance and Receiver General and the Minister of Railways and Canals, acting under the authority of an Order in Council dated the fifteenth day of November, 1917, and herein called "THE GOVERNMENT" or "HIS MAJESTY" of the First Part, and

MACKENZIE, MANN AND COMPANY, LIMITED herein called "the Owners", of the Second Part, and

THE CANADIAN BANK OF COMMERCE herein called "the Pledgees", of the Third Part,—

WITNESSETH:

1. Under the authority of an Act of Parliament of Canada passed at the last session thereof and assented to on the twentieth day of September, 1917, intituled "An Act providing for the acquisition by His Majesty of the Capital Stock of the Canadian Northern Railway Company", the Government agrees to buy, and the owners agree to sell, all of their holdings in the six hundred thousand shares of capital stock of the Canadian Northern Railway Company (par value $60,000,000) not now held by the Minister of Finance of Canada in trust for His Majesty, such holdings being not less than five-sixths of said six hundred thousand shares. The price and terms of such purchase and sale are those hereinafter and in the said Act set forth.

2. The price shall be determined in the manner set out in the Act, namely:—

The Governor in Council shall appoint an arbitrator, the owners and the pledgees (being the owners and the pledgees, respectively, of the majority of the said 600,000 shares) shall appoint another, and the two so appointed shall appoint a third, or, failing agreement as to such appointment, the third arbitrator shall be appointed by the judge of the Exchequer Court of Canada. The said arbitrators shall determine the value of the said 600,000 shares as of the date of this agreement, and the said arbitrators shall proceed in a summary way, and may receive with respect thereto such reports and statements authenticated in such way as they may decide and such evidence as they may deem necessary or helpful. They may examine witnesses under oath and hear parties by counsel or representatives. The determination of the arbitrators shall be final if unanimous, but, if not, shall be subject to appeal as in the said Act provided.

In determining the value of the said 600,000 shares, the arbitrators, should they regard it as expedient to take into consideration the reproduction cost of the Canadian Northern Railway System, shall not include therein the increase in value, due to the war, of labour, material, equipment, or of any property.

Should the value of the said 600,000 shares so determined be the sum of $10,000,000 or more, the price shall be $10,000,000. Should the value so determined be less than $10,000,000, the price shall be the value so determined.

3. The amount of the value determined by the arbitrators shall be paid by the Government as follows:—

Three months after the determination of same and the receipt of the award by the Government; provided that the Government may at any earlier date after such determination pay the whole or such proportion of said price as the Governor in Council may authorize; provided further that there may be deducted from the value of the stock so determined as aforesaid its proportionate share of the amount of any liabilities ascertained by the Government to be outstanding against the Canadian Northern Railway System, or its constituent companies, and undisclosed to, or in excess of the liabilities disclosed to the said arbitrators, apart from ordinary operating liabilities, and apart from liabilities which will be properly chargeable to capital account, unless the corresponding value produced thereby has already been taken into consideration as an asset of the company.

4. The owners covenant with the Government that neither the Canadian Northern Railway Company nor any of its subsidiary or constituent companies will enter into any contract or obligation until the value of said stock is finally determined as aforesaid, except such as may be necessary for the usual and ordinary conduct of the business of the said company, and to be fully performed within six months from the date of any such contract or obligation, unless such contract or obligation is authorized by the Minister of Railways and Canals of Canada.

5. Without delay, after the making of this agreement, at least five-sixths of the said 600,000 shares shall be transferred to the Minister of Finance in trust for His Majesty, free from all liens and charges thereon by the pledgees and free from any other liens, charges and encumbrances thereon.

PROVIDED:—

(A) The necessary qualification shares for the Directors of the said railway company may be transferred to or allowed to remain in their names by the Minister of Finance on such conditions as he may determine, and the same shall be deemed to be part of the said five-sixths, and shall be deemed to be transferred to the Minister of Finance in trust for His Majesty pursuant to this agreement.

(B) Sixteen thousand shares (par value $1,600,000.00) now held or controlled by the Government of British Columbia as security for the carrying out by the Canadian Northern Pacific Railway Company (Company included in the Canadian Northern Railway System) and the Canadian Northern Railway Company of certain contracts made with said Government, and deposited pursuant to the British Columbia statutes below mentioned, shall be deemed to be transferred to the Minister of Finance in trust for His Majesty pursuant to this agreement when an order or direction to the British Columbia Government, signed by the owners, in form satisfactory to the Minister of Finance, is delivered to him, requiring and directing the said Government to transfer and surrender to the Minister of Finance in trust for His Majesty the said sixteen thousand shares when the terms of the said deposits have been performed by or on behalf of the said companies or otherwise at the discretion of the said Government.

The said shares were deposited as follows:

(*a*) 5,000 shares (par value $500,000) were deposited under chapter 3, B.C. statutes of 1910, clause 7 (*a*) of the agreement in the schedule to said statute.

(*b*) 1,000 shares (par value $100,000) were deposited under chapter 32, B.C. statutes of 1912, section 6 (2).

(*c*) 10,000 shares (par value $1,000,000) were deposited under chapter 61, B.C. statutes of 1911, section 5, (2).

6. It is the intention of the parties that the whole of the said six hundred thousand shares shall be acquired by the Minister of Finance in trust for His Majesty pursuant to the terms of this agreement and of the said Act, and any shares in excess of the said five-sixths which the owners may own or control shall be transferred together with the said five-sixths, or as soon as the owners may be able to do so, but should there be any shares forming part of the said six hundred thousand shares not transferred within such period as the Governor in Council may from time to time fix, the authority conferred by the said Act upon the Governor in Council to declare said shares not so transferred to be the property of the Minister of Finance in trust for His Majesty shall be exercised.

7. There shall be retained by the Government out of the purchase price determined as aforesaid a sum representing the price of such untransferred shares pro-rata as part of the said six hundred thousand shares, and from time to time as any of the said shares may be transferred, or as the Governor in Council shall declare any of the said shares not transferred to be the property of the Minister of Finance in trust for His Majesty as provided in the said Act, the pro-rata price therefor shall be paid by the Government to the owners of said shares so transferred or declared, or to such persons as the said owners may direct.

8. The owners shall at all times, if called upon by the Minister of Finance, assist the Government in making arrangements with the creditors of and those holding claims against the Canadian Northern Railway Company or any company included in the Canadian Northern Railway System for payment or settlement of their claims or for postponing the payment thereof.

9. Should the third arbitrator die, resign, refuse or become incapable of acting, his successor shall be appointed by the remaining two, or, failing agreement as to such appointment, such successor shall be appointed by the judge of the Exchequer Court of Canada. Should either of the two die, resign, refuse or become incapable of acting, his successor shall be appointed without delay by the same party hereto by whom his appointment was made.

10. The arbitrators shall have power to employ such legal, engineering, actuarial or other professional or expert assistance as they may require, and the costs thereof shall be deemed to be part of the costs of the arbitration and shall be fixed by the arbitrators.

11. In case the arbitrators or either of the parties desire that the evidence of any person be taken *de bene esse* or out of Canada, the arbitrators may delegate to any person having local authority to administer oaths the power to take such evidence and transmit it to the arbitrators for use upon the reference.

12. The evidence upon the arbitration shall be taken down in shorthand and transcribed by a competent stenographer, duly sworn for that purpose, who shall be appointed by the arbitrators and whose charges shall be part of the costs of the arbitration.

13. The appointment of arbitrators shall be made and the proceedings by the arbitrators commenced and carried on so that their determination of the value shall be made and announced to the parties on or before the first day of March, 1918, or within such further period as the parties hereto may agree upon.

14. The arbitrators shall have power to correct in their award any clerical mistake or error arising from any accidental slip or omission, at any time within two weeks after delivery thereof.

15. The Third Party in its capacity as pledgee of the stock of the second party, at the request of the second party, hereby approves of and consents to the terms of this agreement.

16. The costs of the arbitration other than the fees of the arbitrators shall be in the discretion of the arbitrators and may be taxed by such officer as they shall appoint for the purpose.

IN WITNESS WHEREOF the parties hereto have executed this agreement.

SIGNED, SEALED AND DELIVERED in the presence of
G. A. BELL.

SIGNED, SEALED AND DELIVERED in the presence of
F. H. PHIPPEN.

SIGNED, SEALED AND DELIVERED in the presence of
A. J. L. TRIGGE.

T. WHITE,
Minister of Finance and Receiver General. [Seal.]

J. D. REID,
Minister of Railways and Canals. [Seal.]

J. W. PUGSLEY,
Secretary.

MACKENZIE, MANN AND COMPANY, LIMITED.
W. MACKENZIE, *President.* [Seal.]
R. P. ORMSBY, *Secretary.*

THE CANADIAN BANK OF COMMERCE, [Seal.]
B. E. WALKER, *President.*
JOHN AIRD, *General Manager.*

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1918

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919.

[No. 20*a*—1919.]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., C.C.V.O., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

May it Please Your Excellency,—

The undersigned has the honour to present to Your Excellency, Canal Statistics for the year ended December 31, 1918.

All of which is respectfully submitted.

J. D. REID,

Minister of Railways and Canals.

To the Honourable J. D. Reid,

Minister of Railways and Canals.

Sir,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1918.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,

Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
OTTAWA, April 7, 1919.

G. A. BELL, ESQ., C.M.G.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Canal Statistics for the year ended December 31, 1918.

ABRIDGED REPORT.

The condensed and abridged form of report adopted last year, owing to conditions created by the war, has been continued for 1918.

VOLUME AND DISTRIBUTION OF TRAFFIC.

	Tons.	Increase.	Decrease.
		Tons.	Tons.
Sault Ste Marie	12,917,711	.....	2,533,381
Welland	2,174,298	.....	316,244
St. Lawrence	3,031,134	.....	360,010
Chambly	369,186	.....	65,632
St. Peter's	59,716	.....	2,538
Murray	44,735	.....	12,868
Ottawa	167,170	.....	47,665
Rideau	54,136	.....	30,413
Trent	64,893	15,969	.....
St. Andrews	4,640	.....	2,534
Total	18,883,619	15,969	3,371,285

GROSS TRAFFIC SINCE 1915.

	Tons.		Tons.
1905	9,371,744	1912	47,587,245
1906	10,523,185	1913	52,053,913
1907	20,543,639	1914	37,023,237
1908	17,502,820	1915	15,198,803
1909	33,720,748	1916	23,583,491
1910	42,990,608	1917	22,238,935
1911	38,030,353	1918	18,883,619

Analysis of Traffic.

Canals.	Products of the Farm.	Manufactures.	Products of Forest.	Products of Mines.	Total.
1917.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	1,513,446	259,983	41,808	11,098,474	12,913,711
Welland	287,986	229,829	123,979	1,532,504	2,174,298
St. Lawrence	337,862	235,014	397,678	2,060,580	3,031,134
Chambly	21,124	30,271	219,387	98,404	369,186
St. Peter's	9,790	6,793	1,940	41,193	59,716
Murray		7,796		36,939	44,735
Ottawa	6,450	19,048	84,540	57,132	167,170
Rideau	3,311	9,408	7,378	34,039	54,136
Trent	2,155	2,274	59,367	1,097	64,893
St. Andrews	7	54	4,579		4,640
Total	2,182,131	800,470	940,656	14,960,362	18,883,619

——	1913.	1914.	1915.	1916.	1917.	1918.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Products of the farm	16·44	21·55	34·18	22·00	17·27	11·56
Manufactures	3·61	3·29	7·21	3·53	3·65	4·25
Products of forest	3·22	4·38	9·83	5·87	5·26	4·94
Products of mine	76·73	70·78	48·78	68·60	73·82	79·25

Canadian and American Traffic.

Neither the Canals of Canada nor those of the United States impose tolls. Perfect reciprocity prevails in the use of these artificial waterways.

Year.	Canadian Vessels.		U.S. Vessels.		Freight Tonnage.		
	No.	Tonnage.	No.	Tonnage.	Canada.	United States.	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913	28,651	12,078,041	10,739	24,238,788	11,130,875	40,923,038	52,053,913
1914	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,237
1915	21,575	9,398,207	6,415	7,385,101	6,789,423	8,409,380	15,198,803
1916	23,002	9,839,029	6,800	10,660,839	7,486,962	16,096,529	23,583,491
1917	21,588	9,831,694	6,594	10,259,772	5,964,369	16,274,566	22,238,935
1918	18,909	7,800,972	6,791	9,616,200	3,369,477	15,514,142	18,883,619

Transportation of Canadian Wheat.

Since 1895 the volume of Canadian wheat annually carried through the Canadian canal at Sault Ste. Marie has been as follows :—

	Bushels.		Bushels.
1895	1,087,800	1907	34,602,00
1896	7,274,000	1908	41,793,30
1897	9,130,167	1909	48,017,83
1898	3,456,934	1910	51,771,83
1899	7,699,267	1911	63,641,00
1900	5,573,267	1912	83,743,03
1901	5,893,034	1913	101,066,133
1902	19,896,900	1914	77,467,833
1903	25,807,800	1915	48,727,911
1904	25,250,969	1916	82,807,342
1905	22,603,500	1917	60,551,243
1906	26,361,400	1918	19 987,255

In 1918 a large volume of Canadian wheat passed through the American canal at Sault Ste. Marie. This was true, in degree, of preceeding years.

COMPARISON OF 1915, 1916 AND 1917.

—	1915.	1916.	1917.	1918.
	Bushels.	Bushels.	Bushels.	Bushels.
Through the Canadian Canal	48,727,911	82,807,342	60,551,243	19,987,255
Through the American Canal	121,389,950	102,196,325	98,023,019	42,312,016
Total	170,117,861	185,003,667	158,574,262	62,299,271

Canadian wheat in the form of flour, had a total of 7,061,913 bushels. There were 1,569,314 barrels of flour, which were calculated into wheat on the basis of 4½ bushels to the barrel.

The total volume of waterborne wheat in 1917 and 1918 would thus be made up as follows :—

	1917. Bushels.	1918. Bushels.
Through the Canadian canal	60,551,243	19,987,255
Through the American canal	98,023,019	42,312,016
In the form of flour	13,230,850	7,061,913
Total	171,805,112	69,361,184

The distribution of Canadian wheat, moved through the Canadian and American canals at Sault Ste. Marie from Port Arthur-Fort William, was as follows :—

From	1915.	1916.	1917.	1918.
Port Arthur-Fort William.	Bushels.	Bushels.	Bushels.	Bushels.
To Montreal	3,512,410	1,233,982	1,280,170	728,500
To Georgian Bay ports	25,065,999	46,406,749	52,453,042	38,774,391
To other Canadian ports	33,067,613	28,029,847	31,369,487	20,638,204
To Buffalo	106,784,542	106,349,943	72,872,692	2,158,176
Total	168,430,564	182,020,521	157,975,391	62,299,271

"Other Canadian ports" practically means Port Colborne at the western entrance to the Welland Canal.

Movement of Canadian Wheat by Months, 1918.

1918.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Canadian Canal.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William-Port Arthur to Montreal	.....	71,817	50,500	241,633	66,550	46,000	160,000	92,000	.....	728,500
" Georgian Bay	190,000	260,700	561,500	.....	54,000	98,366	4,283,611	3,175,500	816,646	9,443,323
" Other Can. ports	206,600	749,000	626,000	449,000	302,000	790,500	2,811,000	1,958,832	1,414,500	9,307,432
" Buffalo	.....	.....	445,300	62,700	.....	.....	.....	.....	.....	508,000
Total	396,600	1,081,517	1,686,300	753,333	122,550	934,866	7,254,611	5,226,332	2,231,146	19,987,255
American Canal.										
Fort William-Port Arthur to Montreal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Georgian Bay	3,173,174	140,000	959,031	233,000	24,000	268,000	2,183,876	17,862,987	4,487,000	29,331,068
" Other Can. ports	498,114	556,268	988,000	152,009	54,500	.....	1,966,000	3,607,550	3,508,331	11,330,772
" Buffalo	373,759	754,787	400,000	.....	.....	.....	.....	121,630	.....	1,650,176
Total	4,045,047	1,451,055	2,347,031	385,009	78,500	268,000	4,149,876	21,592,167	7,995,331	42,312,016
Canadian and American Canals.										
Fort William-Port Arthur to Montreal	.....	71,817	50,500	241,633	66,550	46,000	160,000	92,000	.....	728,500
" Georgian Bay	3,363,174	400,700	1,523,531	233,000	78,000	366,366	6,467,487	21,038,487	5,303,664	38,774,391
" Other Can. ports	704,714	1,305,268	1,614,000	601,009	356,500	790,500	4,777,000	5,566,382	4,922,831	20,638,204
" Buffalo	373,759	754,787	845,300	62,700	.....	.....	.....	121,630	.....	2,158,176
Grand total	4,441,647	2,532,572	4,033,331	1,138,342	501,050	1,202,866	11,404,487	26,818,499	10,226,477	62,299,271

There was a large volume of wheat moved during the year 1918 from Port Colborne to Montreal, which might properly be added to the foregoing total for Fort William-Port Arthur to Montreal. Port Colborne was used as a port of transfer. It might, in fact, be assumed that nearly all the wheat moved from the head of the Great Lakes to "other Canadian ports" actually went to Montreal.

A helpful light is thrown on the foregoing table when the monthly totals are reduced to a percentage basis, as follows :—

	1915.	1916.	1917.	1918.		1915.	1916.	1917.	1818.
April	4·8	8·6	....	7·1	September	7·3	6·1	4·1	1·9
May	5·5	16·9	19·2	4·1	October	27·5	8·7	19·6	18·3
June	2·0	11·9	14·5	6·5	November	29·7	12·0	21·6	43·1
July	1·9	14·4	6·1	1·8	December	20·0	9·6	9·7	16·4
August	1·3	11·8	5·2	·8					

Freight Rates by Water.

Carriers by water obtained exceptionally high rates on wheat during the season of 1918, which may be accepted as indicating heavy tolls for all commodities.

Rates of freight over the different routes were as follows :—

	1915.	1916.	1917.	1918.
Port Arthur—Fort William to Montreal—				
Per ton, per mile	0·132 cent.	0·205 cent.	0·265 cent.	0·309 cent.
Per bushel	4·99 "	7·55 "	9·78 "	11·39 "
Per ton	$1·66	$2·52	$3.26	$3·80 "
Port Arthur—Fort William to Georgian Bay—				
Per ton per mile	0·282 cent.	0·264 cent.	0·270 cent.	0·277 cent.
Per bushel	3·54 "	4·10 "	4·25 "	4·32 "
Per ton	$1·18	$1·37	$1.42	$1·44 "
Port Arthur—Fort William to other Canadian ports—				
Per ton per mile	0·124 cent.	0·169 cent	0·185 cent.	0·205 cent.
Per bushel	2·84 "	3·68 "	4·18 "	4·48 "
Per ton	94·80 "	$1·22	$1.39	$1·49 "
Port Arthur—Fort William to Buffalo—				
Per ton per mile	0·159 cent.	0·159 cent.	0·196 cent.	0·158 cent.
Per bushel	3·97 "	4·27 "	5·00 "	4·11 "
Per ton	$1·32	$1·42	$1.67	$1·37

The rates from Duluth were substantially the same as Port Arthur-Fort William.

In order that the bearing of the foregoing freight rates may be properly understood in their relationship to gross earnings, allowance should be made for the following charges paid by ship owners on all cargoes of wheat moved between Fort William and Montreal :—

Clearing house at Fort William	·01 to ·03 cent per bush.
Trimmers at Fort William	·06 " "
Elevation at Montreal	·30 " "
Shovelling at Montreal	·20 " "
Total	·59 cent per bushel.

To Port Colborne the average deductions would amount to ·44 per bushel to Buffalo ·41, and to Georgian Bay ports ·38.

Movement of Other Canadian Grain.

A considerable volume of other Canadian grain than wheat passed through the Canadian and American canals at Sault Ste. Marie in 1918.. The facts for the past four years are as follows :—

——	1915.	1916.	1917.	1918.
	Bushels.	Bushels.	Bushels.	Bushels.
Oats	26,798,488	57,743,636	37,014,644	10,120,625
Barley	4,496,509	8,679,607	5,149,725	3,470,358
Flax seed	2,068,582	4,931,569	5,073,760	1,588,052
Total	33,363,579	71,354,812	47,238,129	15,179,035

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal,

Years.	Canadian Vessels.		U.S. Vessels.		Total No.	Vessel Tonnage.	Freight Tonnage.			Lockages.	Days Open.	Remarks.
	No.	Tonnage.	No.	Tonnage.			Canadian.	United States.	Total.	No.	No.	
1895	609	126,534	583	623,092	1,192	749,626	.....	.....	595,837	699	87	Canal first opened Sept. 9, 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156	.....	.....	4,577,399	3,042	218	
1897	1,909	405,546	2,359	3,391,936	4,268	3,797,482	.....	.....	4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353,699	3,675	2,757,630	.....	.....	3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009	.....	.....	3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	2,081	2,194,748	.....	.....	2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748	.....	.....	2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302	.....	.....	4,729,268	3,418	264	
1903	2,711	1,615,939	1,640	3,146,897	4,351	4,762,746	.....	.....	5,511,868	3,242	256	
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705	.....	.....	5,030,705	3,022	241	
1905	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637	.....	.....	5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	.....	.....	6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	5,349	12,115,969	.....	.....	15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759,216	3,667	235	Origin of cargo first shown.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	2,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,293	39,669,655	6,200	240	
1913	3,279	3,793,434	5,006	22,181,007	8,285	25,974,441	4,954,734	37,744,590	42,699,324	6,266	246	
1914	3,011	3,473,292	2,966	13,827,870	6,977	17,301,162	3,609,747	23,989,437	27,599,184	4,712	239	
1915	3,000	3,011,003	1,331	5,443,812	4,331	8,484,815	2,561,734	5,189,223	7,750,957	4,374	248	
1916	4,595	4,089,937	2,094	8,703,187	6,689	12,793,124	4,155,911	12,657,738	16,813,649	4,777	245	
1917	3,199	3,182,960	2,138	8,712,604	5,337	11,895,564	2,875,590	12,571,503	15,447,092	4,142	237	
1918	3,067	2,436,500	1,992	7,594,042	5,059	10,030,542	1,336,861	11,576,850	12,913,711	4,034	241	

I have the honor to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

TABLE 1.—Comparative Statement of Grand Total Freight passsd through the undermentioned Canals during the Seasons of Navigation 1917 and 1918.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
1917.													
Sault Ste. Marie	248,394	1,946,779	13,848	676,264	449,710	11,113,538	886,465	112,094	1,598,417	13,848,675	15,447,092	2,875,590	12,571,502
Welland	143,586	689,810	158,609	1,585	13,934	21,966	6,057	1,463,995	313,186	2,177,356	2,490,542	981,914	1,508,628
St. Lawrence	263,933	795,238	292,244	29,769	17	50	5,257	2,004,666	561,421	2,829,723	3,391,144	1,370,533	2,020,611
Chambly	3,200	8,906	253,353	15,518	..	..	..	153,841	256,553	178,265	434,818	281,292	153,526
St. Peter's	14,520	47,734	..	..	..	..	..	..	14,520	47,734	62,254	62,254	
Murray	51,987	2,418	..	..	..	..	..	3,198	51,987	5,616	57,603	54,405	3,198
Ottawa	12,404	141,681	..	48,392	..	..	12,051	307	24,455	190,380	214,835	200,953	13,882
Rideau	52,285	29,284	..	..	..	..	..	2,980	52,285	32,264	84,549	81,330	3,219
Trent	15,678	33,246	..	..	..	..	..	..	15,678	33,246	48,924	48,924	..
St. Andrews	7,003	171	..	..	..	..	..	..	7,003	171	7,174	7,174	..
Grand total	803,990	3,695,267	718,024	771,528	463,661	11,135,554	909,830	3,741,081	2,895,505	19,343,430	22,238,935	5,964,369	16,274,566
1918.													
Sault Ste. Marie	225,857	877,507	9,520	241,094	342,237	10,481,093	651,247	85,156	1,228,861	11,684,850	12,913,711	1,336,861	11,576,850
Welland	95,285	385,684	76,712		9,923	5,985		1,600,709	181,920	1,992,378	2,174,298	495,607	1,678,691
St. Lawrence	183,694	407,728	261,309	66,369	..	..	6,551	2,105,483	451,554	2,579,580	3,031,134	890,940	2,140,194
Chambly	2,897	11,833	247,826	..	..	..	..	106,630	250,723	118,463	369,186	262,556	106,630
St. Peter's	13,915	45,801	..	..	..	..	..	..	13,915	45,801	59,716	59,716	..
Murray	40,370	3,531	35	..	..	..	..	799	40,405	4,330	44,735	43,901	834
Ottawa	13,715	83,732	..	63,486	..	..	6,237	..	19,952	147,218	167,170	159,700	7,470
Rideau	34,564	19,572	..	..	..	..	..	..	34,564	19,572	54,136	50,663	3,473
Trent	16,796	48,097	..	..	..	..	..	..	16,796	48,097	64,893	64,893	
St. Andrews	4,626	14	..	..	..	..	..	..	4,626	14	4,640	4,640	
Grand total	631,719	1,883,499	595,402	370,949	352,160	10,487,078	664,035	3,898,777	2,243,316	16,640,303	18,883,619	3,369,477	15,514,142

TABLE 2.—Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1918.

Canadian Vessels. Steam and Sail.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Sault Ste. Marie	3,067	795,809	679,275	220,470	85,128	215,882	290,575	139,320	10,041	1,371,481	1,065,019	2,436,500
Welland	2,088	240,192	247,142	641,960	376	9,128	1,668		619,835	891,280	869,021	1,760,301
St. Lawrence	5,687	636,131	651,246	760,127	295			1,004	791,115	1,397,262	1,442,656	2,839,918
Chambly	571	26,008	26,760	16,889					16,745	42,897	43,505	86,402
Ottawa	1,165	105,522	107,545	112	2,249			3,564		109,198	109,794	218,992
Rideau	1,156	35,673	39,814							35,673	39,814	75,487
St. Peter's	1,067	35,770	32,971							35,770	32,971	68,741
Trent Valley	3,540	85,413	86,583							85,413	86,583	171,996
Murray	438	54,777	54,909	3,786	260			5	836	58,568	56,005	114,573
St. Andrews	130	13,117	14,945							13,117	14,945	28,062
Total Canadian	18,909	2,028,412	1,941,190	1,643,344	88,308	225,010	292,243	143,893	1,438,572	4,040,659	3,760,313	7,800,972
United States Vessels.												
Sault Ste. Marie	1,992	50,790	48,691	52,215	156,365	2,584,338	4,492,448	172,274	36,921	2,859,617	4,734,425	7,594,042
Welland	1,104	26,851	18,969	213,907	2,146	17,518	10,512	1,378	543,807	259,654	575,434	835,088
St. Lawrence	1,610	11,967	5,239	326,897	19,603			10,485	595,916	349,349	620,758	970,107
Chambly	1,726			87,120					90,200	87,120	90,200	177,320
Ottawa	323	6,299			19,446			8,753		15,052	19,446	34,498
Rideau	8	1,658	1,658							1,658	1,658	3,316
St. Peter's	4	273	273							273	273	546
Trent Valley	9	37	27					63		100	37	137
Murray	15			553	177	388	2	4	22	945	201	1,146
St. Andrews												
Total United States	6,791	97,875	74,867	680,692	197,737	2,602,244	4,502,962	192,957	1,266,866	3,573,768	6,042,432	9,616,200
Grand total Canadian and United States	25,700	2,126,287	2,016,057	2,324,036	286,045	2,827,254	4,795,205	336,850	2,705,438	7,614,427	9,802,745	17,417,172

TABLE 3.—Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1918—*Concluded.*

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
SAULT STE. MARIE CANAL.												
Canadian Vessels, Steam	2,786	773,823	654,737	220,470	82,753	215,882	290,575	137,219	10,041	1,347,424	1,038,106	2,385,530
" Sail	281	21,986	24,538		2,375			2,071		24,057	26,913	50,970
Total, Canadian	3,067	795,809	679,275	220,470	85,128	215,882	290,575	139,320	10,041	1,371,481	1,065,019	2,436,500
United States Vessels, Steam	1,976	50,095	48,253	52,215	154,661	2,581,338	4,492,448	170,562	36,921	2,857,210	4,732,283	7,589,493
" Sail	16	695	438		1,704			1,712		2,407	2,142	4,549
Total, United States	1,992	50,790	48,691	52,215	156,365	2,584,338	4,492,448	172,274	36,921	2,859,617	4,734,425	7,594,042
Grand total, Sault Ste. Marie Canal	5,059	846,599	727,966	272,685	241,493	2,800,220	4,783,023	311,594	46,962	4,231,098	5,799,444	10,030,542
WELLAND CANAL.												
Canadian Vessels, Steam	1,726	186,026	199,521	581,217	376	7,088	1,668			545,187	777,331	746,752	1,524,083
" Sail	362	54,166	47,621	57,743		2,010				74,648	113,949	122,269	236,218
Total, Canadian	2,088	240,192	247,142	641,960	376	9,128	1,668			619,835	891,280	869,021	1,760,301
United States Vessels, Steam	970	6,791	4,413	206,379	1,525	16,371	8,838	1,378		513,160	230,922	527,936	758,858
" Sail	134	20,057	14,556	7,528	621	1,147	1,674			30,617	28,732	47,498	76,230
Total, United States	1,104	26,851	18,969	213,907	2,146	17,518	10,512	1,378		543,807	259,654	575,434	835,088
Grand total, Welland Canal	3,192	267,043	266,111	855,867	2,522	26,646	12,180	1,378		1,163,642	1,150,934	1,444,455	2,595,389
ST. LAWRENCE CANALS.												
Canadian Vessels, Steam	3,430	355,264	367,462	646,392						663,769	1,001,656	1,031,231	2,032,887
" Sail	2,257	280,867	283,784	113,735	295			1,004		127,346	395,600	411,425	807,031
Total, Canadian	5,687	636,131	651,246	760,127	295			1,004		791,115	1,397,262	1,442,656	2,839,918

United States Vessels, Steam	1,122	4,013	4,332	304,430					570,849	308,443	575,181	883,624
" Sail	488	7,954	907	22,467	19,603			10,485	25,067	40,906	45,577	86,483
Total, United States	1,610	11,967	5,239	326,897	19,603			10,485	595,916	349,349	620,758	970,107
Grand total, St. Lawrence Canals	7,297	648,098	656,485	1,087,024	19,898			11,489	1,387,031	1,746,611	2,063,414	3,810,025
CHAMBLY CANAL.												
Canadian Vessels, Steam	146	19,859	19,846						27	19,859	19,873	39,732
" Sail	425	6,149	6,914	16,889					16,718	23,038	23,632	46,670
Total, Canadian	571	26,008	26,760	16,889					16,745	42,897	43,505	86,402
United States Vessels, Steam												
" Sail	1,726			87,120					90,200	87,120	90,200	177,320
Total, United States	1,726			87,120					90,200	87,120	90,200	177,320
Grand total, Chambly Canal	2,297	26,008	26,760	104,009					106,945	130,017	133,705	263,722
OTTAWA CANALS.												
Canadian Vessels, Steam	572	54,424	58,742	112	896			672		55,208	59,638	114,84.
" Sail	593	51,098	48,803		1,353			2,892		53,990	50,156	104,146
Total, Canadian	1,165	105,522	107,545	112	2,249			3,564		109,198	109,794	218,992
United States Vessels, Steam												
" Sail	323	6,299			19,446			8,753		15,052	19,446	34,498
Total, United States	323	6,299			19,446			8,753		15,052	19,446	34,498
Grand total, Ottawa Canals	1,488	111,821	107,545	112	21,695			12,317		124,250	129,240	253,490
RIDEAU CANAL.												
Canadian Vessels, Steam	1,031	30,161	33,831							30,161	33,831	63,992
" Sail	125	5,512	5,983							5,512	5,983	11,495
Total, Canadian	1,156	35,673	39,814							35,673	39,814	75,487
United States Vessels, Steam												
" Sail	8	1,658	1,658							1,658	1,658	3,316
Total, United States Vessels	8	1,658	1,658							1,658	1,658	3,316
Grand total, Rideau Canal	1,164	37,331	41,472							37,331	41,472	78,803

TABLE 3.—Statement showing the Number, Tonnage, and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1918.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
ST. PETER'S CANAL.												
Canadian Vessels, Steam	232	10,601	9,470							10,601	9,470	20,071
" Sail	835	25,169	23,501							25,169	23,501	48,670
Total, Canadian	1,067	35,770	32,971							35,770	32,971	68,741
United States Vessels, Steam												
" Sail	4	273	273							273	273	546
Total, United States Vessels	4	273	273							273	273	546
Grand total, St. Peter's Canal	1,071	36,043	33,244							36,043	33,244	69,287
TRENT VALLEY CANAL.												
Canadian Vessels, Steam	2,711	61,187	61,517							61,187	61,517	122,704
" Sail	829	24,226	25,066							24,226	25,066	49,292
Total, Canadian	3,540	85,413	86,583							85,413	86,583	171,996
United States Vessels, Steam	9	37	37					63		100	37	137
" Sail												
Total, United States	9	37	37					63		100	37	137
Grand total, Trent Valley Canal		85,450	86,620					63		85,513	86,620	172,133
MURRAY CANAL.												
Canadian Vessels, Steam	342	37,354	37,459	2,787	260			5	836	40,146	38,555	78,7
" Sail	96	17,423	27,450	999						18,422	17,450	35,872
Total, Canadian	438	54,777	54,909	3,786	260			5	836	58,568	56,005	114,573

United States Vessels, Steam	15			553	177	388	2	4	22	9 45	201	1,146
" Sail												
Total, United States	15			553	177	388	2	4	22	945	201	1,146
Grand total, Murray Canal	453	54,777	54,909	4,339	437	388	2	9	858	59,513	56,206	115,719
St. Andrews Canal.												
Canadian Vessels, Steam	99	9,290	9,171							9,290	9,171	18,461
" Sail	31	3,827	5,774							3,827	5,774	9,601
Total, Canadian	130	13,117	14,945							13,117	14,945	28,062
United States Vessels, Steam												
" Sail												
Total, United States												
Grand total, St. Andrews Canal	130	13,117	14,945							13,117	14,945	28,062

TABLE 4.—Comparative Statement of all the Canals, for the years ending December 31, for 1917 and 1918.

Articles.	1917.	1918.	Increase.	Decrease.
CLASS No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian Vessels, Steam	8,069,255	6,401,007		1,668,248
" Sail	1,762,439	1,399,965		362,474
United States Vessels, Steam	9,934,251	9,202,963		731,288
" Sail	325,521	413,237	87,716	
Total Class No. 1	20,091,466	17,417,172	87,716	2,762,010
CLASS No. 2.	No.	No.	No.	No.
Passengers	244,819	212,151		32,668
CLASS No. 3.	Tons.	Tons.	Tons.	Tons.
Barley	137,518	145,620	8,102	
Buckwheat	16	4		12
Corn	15,658	3,626		12,032
Oats	398,376	231,240		167,136
Rye	5,789	27,805	22,016	
Flax	35,232	54,788	19,556	
Peas	112	67		45
Wheat	2,815,253	1,330,740		1,484,513
Flour	356,428	319,733		36,695
Hay	23,628	32,682	9,054	
Other Mill Products	32,872	5,525		27,347
Fruit and vegetables	3,449	3,578	129	
Potatoes	3,361	4,209	848	
Live stock	1,249	1,167		82
Poultry, game and fish	2,451	3,224	773	
Dressed meats	128	8,854	8,726	
Other packing house products	688	327		361
Hides and leather	107	41		66
Wool	115	1,293	1,178	
All other animal products	8,701	7,608		1,093
Total Class 3	3,841,131	2,182,131	70,382	1,729,382
CLASS No. 4.	Tons.	Tons.	Tons.	Tons.
Agricultural implements	22,160	1,296		20,864
Cement, bricks and lime	25,107	4,869		20,238
Household goods and furniture	5,879	1,807		4,072
Iron—pig and bloom	7,466	7,991	525	
Iron and steel, all other	44,555	61,606	17,051	
Petroleum and other oils	200,857	251,105	50,248	
Sugar	6,834	16,904	10,070	
Salt	21,915	26,315	4,400	
Wines, liquors and beers	4,448	1,884		2,564
Merchandise not enumerated	473,937	426,693		47,244
Total Class 4	813,158	800,470	82,294	94,982
CLASS No. 5.	Tons.	Tons.	Tons.	Tons.
Pulpwood	692,737	510,868		181,869
Sawed lumber	408,846	376,315		32,531
Square timber	5,273	1,731		3,542
Shingles	1,991	3,408	1,414	
Other woods	61,552	48,334		13,218
Total, Class 5	1,170,402	940,656	1,414	231,160

Articles.	1917.	1918.	Increase.	Decrease.
Class No. 6.	Tons.	Tons.	Tons.	Tons.
Hard coal	832,924	593,411		239,513
Soft coal	3,887,353	3,870,350		17,003
Coke	4,907	4,500		407
Copper ore	8,644	22,107	13,463	
Iron ore	11,140,499	10,102,495		1,038,004
Other ore	27,708	14,473		13,235
Sand, etc	512,209	353,026		159,183
Total, Class 6	16,414,244	14,960,362	13,463	1,467,345
Grand total	22,238,935	18,883,619	167,553	3,522,869

Net decrease 3,355,316 tons.

TABLE 7 (No. 1)—General Statement showing the Quantity of each Article Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1917.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		to		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canada.	U.S.
Agricultural implements	250								250		250	250	
Barley		53,927				30,545	1,560		1,560	84,472	86,032	53,927	32,105
Cement, bricks, etc.	431	5							431	5	436	436	
Coal, hard	5			3,200	49,550		29,270		78,825	3,200	82,025		82,025
" soft	3,271		200		252,156		608,394		864,021		864,021	5	864,016
Coke							4,500		4,500		4,500		4,500
Flax		18,900		6,150		20,591				45,641	45,641	25,050	20,591
Flour		115,053				171,200				286,253	286,253	115,053	171,200
Fruits and vegetables		126								126	126	126	
Hay	55								55		55	55	
Iron, pig and bloom	3,055								3,055		3,055	3,055	
Iron and steel, all other	3,307	210			2,294				5,601	210	5,811	2,957	2,854
Merchandise	189,269	4,947		6,423	13,973	4,299	2,523		205,765	15,669	221,434	201,659	19,775
Oats		83,740				8,615		2,499		94,854	94,854	83,740	11,114
Other Mill Products		1,273				740				2,013	2,013	1,273	740
" Woods	476	740	256						732	740	1,472	1,472	
Ore, all other	5,629	10,880			6,832				12,461	10,880	23,341	16,509	6,832
" Copper						22,107				22,107	22,107		22,107
" Iron				198,258		9,868,405	5,000	30,817	5,000	10,097,480	10,102,480	198,258	9,904,222
Petroleum	6,147								6,147		6,147	6,147	
Poultry, game and fish		128								128	128	128	
Pulpwood	8,175		9,064			11,940			17,239	11,940	29,179	17,239	11,940
Rye		3,052				24,746				27,798	27,798	3,052	24,746
Sawed lumber	369	47		917		6,980			369	7,944	8,313	1,333	6,980
Shingles						2,844				2,844	2,844		2,844
Square Timber													
Sugar	75				270				345		345	75	270
Salt	5,343				17,162				22,505		22,505	5,343	17,162
Wheat		584,377		26,146		306,896		51,840		969,259	969,259	599,617	369,642
Wool		102				1,185				1,287	1,287	102	1,185
Total Freight	225,857	877,507	9,520	241,094	342,237	10,481,093	651,247	85,156	1,228,861	11,684,850	12,913,711	1,336,861	11,576,850

TABLE 7 (No. 2)—General Statement showing the Quantity, of each Article Transported on the Welland Canal during the Season of Navigation in 1918.

Articles	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canada.	U.S.
Agricultural implements	600								600		600	600	
Barley		29,286								29,286	29,286	29,286	
Coal, Hard					1,000				1,000		1,000		1,000
" soft						3,015		1,398,343		1,401,358	1,401,358		1,401,358
Corn								1,697		1,697	1,697		1,697
Dressed Meats								4,421		4,421	4,421		4,421
Flax		4,275								4,275	4,275	4,275	
Flour		1,668	950					12,976	950	14,644	15,594	2,618	12,976
Hay								3,490		3,490	3,490		3,490
Iron, pig and bloom	1,711	441				100		694	1,711	1,235	2,946	2,152	794
Iron and steel, all other	5,612							11,814	5,612	11,814	17,426	5,612	11,814
Merchandise	39,074	1	35			375		11,306	39,109	11,682	50,791	39,110	11,681
Oats		46,847						20,053		66,900	66,900	25,856	41,044
Ore, all other					8,923				8,923		8,923		8,923
Petroleum		98,428						59,578		158,006	158,006	96,652	61,354
Pulpwood	48,228		73,527						121,755		121,755	121,755	
Sawed Lumber						1,460		764		2,224	2,224		2,224
Sugar	60								60		60	60	
Sand and stone		45,650						75,573		121,223	121,223	45,650	75,573
Wheat		159,088	2,200			1,035			2,200	160,123	162,323	121,981	40,342
Total Freight	95,285	385,684	76,712		9,923	5,985		1,600,709	181,920	1,992,378	2,174,298	495,607	1,678,691

TABLE 7 (No. 3)—General Statement showing the Quantity of each Through Article Transported on the Welland Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canada.	U.S.
Agricultural implements	600								600		600	600	
Barley		29,280								29,286	29,286	29,286	
Coal, hard					1,000				1,000		1,000		1,000
" soft						3,015		1,379,546		1,382,561	1,382,561		1,382,561
Corn								1,697		1,697	1,697		1,697
Dressed meats								4,421		4,421	4,421		4,421
Flax		4,275								4,275	4,275	4,275	
Flour		1,668	950					12,976	950	14,644	15,594	2,618	12,976
Hay								3,490		3,490	3,490		3,490
Iron, pig and bloom	1,711	441				100		694	1,711	1,235	2,946	2,152	794
Iron and steel, all other	5,612							11,814	5,612	11,814	17,426	5,612	11,814
Merchandise	39,071		35			375		11,306	39,109	11,681	50,790	39,109	11,681
Oats		46,817						20,053		66,900	66,900	25,856	41,044
Ore, all other					8,923				8,923		8,923		8,923
Petroleum		89,554						59,578		149,132	149,132	87,778	61,354
Pulpwood			73,527						73,527		73,527	73,527	
Sawed lumber						1,460		764		2,224	2,224		2,224
Sugar	60								60		60	60	
Sand and stone													
Wheat		159,088	2,200			1,035			2,200	160,123	162,323	121,981	40,342
Total Freight	47,057	331,159	76,712		9,923	5,985		1,506,339	133,692	1,843,483	1,977,175	392,854	1,584,321

TABLE 7 (No. 4)—General Statement showing the Quantity of each Article Way Transported on the Welland Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.-		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U.S.
Coal, soft								18,797		18,797	18,797		18,797
Merchandise		1								1	1	1	
Petroleum		8,874								8,874	8,874	8,874	
Pulpwood	48,228								48,228		48,228	48,228	
Sand and stone		45,650						75,573		121,223	121,223	45,650	75,573
Total Freight	48,228	54,525						94,370	48,228	148,895	197,123	102,753	94,370

TABLE 7 (No. 5)—General Statement showing the Qunatity of each Article Transported on the St. Lawrence Canals during the Season of Navigation in 1918.

Articles	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States
Agricultural implements	75	2							75	2	77	77	
All other animal	841	2,352							841	2,352	3,193	3,193	
Barley	2	30,132							2	30,132	30,134	30,134	
Buckwheat	2	2							2	2	4	4	
Cement, bricks, etc.	1,781	647					530		2,311	647	2,958	2,163	795
Coal, hard	3,393	265						422,230	3,393	422,495	425,888	215	425,673
" soft	1,298	1,580					308	1,545,922	1,606	1,547,502	1,549,108	2,878	1,546,230
Corn	34	837						856	34	1,693	1,727	34	1,693
Dressed meats	2							4,421	2	4,421	4,423	2	4,421
Flax		4,871								4,871	4,871	4,871	
Flour	931	3,233	950					10,728	1,881	13,961	15,842	5,114	10,728
Fruits and vegetables	243	423							243	423	666	666	
Hay	6,301	2,111						962	6,301	3,073	9,374	8,096	1,278
Hides and leather	3	2							3	2	5	5	
Household goods	545	660							545	660	1,205	1,205	
Iron, pig and bloom	834	898							834	898	1,732	1,732	
Iron and steel, all other	3,295	20,069	3					11,948	3,298	32,017	35,315	23,367	11,948
Live stock	99	245							99	245	344	344	
Merchandise	30,938	47,848					2,802	10,666	33,740	58,514	92,254	78,795	13,459
Oats	205	39,174						28,475	205	67,649	67,854	36,329	31,525
Other Mill Products	344	1,058							344	1,058	1,402	1,402	
" Packing House Products	34	26							34	26	60	60	
" Woods	2,997	168							2,997	168	3,165	3,165	
Ore, all other	17,891	63,785					487	3,421	18,378	67,206	85,584	81,676	3,908
Peas	8	4							8	4	12	12	
Petroleum	7,657	14,682						62,325	7,657	77,007	84,664	22,339	62,325
Poultry, game, and fish	10	23							10	23	33	33	
Potatoes	90	213							90	213	303	303	
Pulpwood	36,939		259,156				2,424		298,519		298,519	298,519	
Rye		1								1	1	1	
Sawed lumber	18,162	10,695		66,369				49	18,162	77,113	95,275	95,226	49
Shingles	4	100							4	100	104	104	
Square timber	335	280							335	280	615	615	
Sugar	14,454	170							14,454	170	14,624	14,624	
Salt	1,061	52							1,061	52	1,113	1,113	
Wheat	31,201	160,732	2,200					3,480	33,401	161,212	197,613	171,451	26,162
Wines, liquors and beers	684	388							684	388	1,072	1,072	
Wool	1								1		1	1	
Total Freight	183,694	407,728	261,309	66,369			6,551	2,105,483	451,554	2,579,580	3,031,134	890,940	2,140,194

TABLE 7 (No. 6)—General Statement showing the Quantity of each Through Article Transported on the St. Lawrence Canals during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	1								1		1	1	
All other animal	51	56							57	56	113	113	
Barley		30,132								30,152	30,132	30,132	
Cement, brieks, etc	757	2							757	2	759	759	
Coal, hard	1,875							409,914	1,875	409,914	411,789		411,789
" soft								1,543,053		1,543,053	1,543,053		1,543,053
Dressed meats		4,421								4,421	4,421		4,421
Flax		4,871								4,871	4,871	4,871	
Flour	10	3,013	950					10,728	960	13,741	14,701	3,973	10,728
Fruits and vegetables	1	164							1	164	165	165	
Hay		316						962		1,278	1,278		1,278
Household goods	237	494							237	494	731	731	
Iron, pig and bloom	447	442							447	442	889	889	
Iron and steel, all other	1,532	15,783						11,845	1,532	27,728	29,260	17,315	11,945
Live stock		3								3	3	3	
Merchandise	25,579	42,528						9,324	25,579	51,852	77,431	68,107	9,324
Oats	1	38,979						28,475	1	67,454	67,455	35,930	31,525
Other mill products	140								140		140	140	
" Packing house products		3								3	3	3	
" Woods													
Petroleum	1,078	14,391						62,325	1,078	76,716	77,794	15,469	62,325
Pulpwood	36,939		259,156				2,424		298,519		298,519	298,519	
Sawed lumber								49		49	49		49
Sugar	13,462	16							13,462	16	13,478	13,478	
Salt	18	4							18	4	22	22	
Wheat	1	158,520	2,200					3,480	2,201	162,000	164,201	138,039	26,162
Wines, liquors, and beers	22	356							22	356	378	378	
Total Freight	82,157	314,494	262,306				2,424	2,080,255	346,887	2,394,749	2,741,636	629,037	2,112,599

TABLE 7 (No. 7)—General Statement showing the Quantity of each Way Article Transported on the St. Lawrence Canals during the Season of Navigation in 1918.

Articles.	Canadian From to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	74	2							74	2	76	76	
All other animal	784	2,296							784	2,296	3,080	3,080	
Barley	2								2		2	2	
Buckwheat	2	2							2	2	4	4	
Cements, bricks, etc	1,024	645					530		1,554	645	2,199	1,404	795
Coal, hard	1,518	265						12,316	1,518	12,581	4,099	215	13,884
" soft	1,298	1,580					308	2,869	1,606	4,449	6,055	2,878	3,177
Corn	34	837						856	34	1,693	1,727	34	1,693
Dressed meats	2								2		2	2	
Flour	921	220							921	220	1,141	1,141	
Fruit and vegetables	242	259							242	259	501	501	
Hay	6,301	1,795							6,301	1,795	8,096	8,096	
Hides and leather	3	2							3	2	5	5	
Household goods	308	166							308	166	474	474	
Iron, pig and bloom	387	456							387	456	843	843	
Iron and steel, all other	1,763	4,286	3					3	1,766	4,289	6,055	6,052	3
Live stock	99	242							99	242	341	341	
Merchandise	5,359	5,320					2,802	1,342	8,161	6,662	14,823	10,688	4,135
Oats	204	195							204	195	399	399	
Other Mill products	204	1,058							204	1,058	1,262	1,262	
" Packing house products	34	23							34	23	57	57	
" Woods	2,997	168							2,997	168	3,165	3,165	
Ore, all other	17,891	63,785					487	3,421	18,378	67,206	85,584	81,676	3,908
Peas	8	4							8	4	12	12	
Petroleum	6,579	291							6,579	291	6,870	6,870	
Poultry, game and fish	10	23							10	23	33	33	
Potatoes	90	213							90	213	303	303	
Rye		1								1	1	1	
Sawed lumber	18,162	10,695		66,369					18,162	77,064	95,226	95,226	
Shingles	4	100							4	100	104	104	
Square timber	335	280							335	280	615	615	
Sugar	992	154							992	154	1,146	1,146	
Salt	1,043	48							1,043	48	1,091	1,091	
Wheat	31,200	2,212							31,200	2,212	33,412	33,142	
Wines, liquors and beers	662	32							662	32	694	694	
Wool)	1								1		1	1	
Total Freight	100,537	97,655	3	66,369			4,127	20,807	104,667	184,831	289,498	261,903	27,595

TABLE 7 (No. 8)—General Statement showing the Quantity of each Article Transported on the Chambly Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U.States.
Agricultural implements	146	1							146	1	147	147	
Cement, bricks, etc.	232								232		232	232	
Coal, hard	30	4						80,201	30	80,205	80,235	34	80,201
Coal, soft	15							10,119	15	10,119	10,134	15	10,119
Corn	136								136		136	136	
Dressed meats		2								2	2	2	
Flour	486	26							486	26	512	512	
Fruits and vegetables	25	1,750							25	1,750	1,775	1,775	
Hay	200	8,245	8,906						9,106	8,245	17,351	17,351	
Household goods	14	7							14	7	21	21	
Iron, pig and bloom	13								13		13	13	
Iron and Steel, all other	217	8							217	8	225	225	
Live stock	2	154							2	154	156	156	
Merchandise	447	502	20,093					8,275	20,540	8,777	29,317	21,042	8,275
Oats	6	370							6	370	376	376	
Other mill products	368	292							368	292	660	660	
Other packing house products	6	1							6	1	7	7	
Other Woods	70	391	560						630	391	1,021	1,021	
Peas	3	7							3	7	10	10	
Petroleum	93								93		93	93	
Poultry, game and fish		2								2	2	2	
Potatoes	81	40							81	40	121	121	
Pulpwood			42,329						42,329		42,329	42,329	
Sawed lumber	52	26	175,938						175,990	26	176,016	176,016	
Shingles	21								21		21	21	
Sugar	90	5							90	5	95	95	
Salt	116								116		116	116	
Wheat	16								16		16	16	
Wines, liquors and beers	12								12		12	12	
Wool													8,035
Sand								8,035		8,035	8,035		
Total freight	2,897	11,833	247,826					106,630	250,723	118,463	369,186	262,556	106,630

TABLE 7 (No. 9)—General Statement showing the Quantity of each Article Transported on the St. Peter's Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	1	...	.....	.....	.....	.....	.....	.....	1	.....	1	1	
All other animal	60	.....	.....	.....	.....	.....	.....	.....	60	.....	60	60	
Barley	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	
Cement, bricks, etc.	98	32	.....	.....	.....	.....	.....	.....	98	32	130	130	
Coal, hard	6	.....	.....	.....	.....	.....	.....	.....	6	.....	6	6	
Coal, soft	.....	40,462	.....	.....	.....	.....	.....	.....	.....	40,462	40,462	40,462	
Dressed meats	3	.....	.....	.....	.....	.....	.....	.....	3	.....	3	3	
Flour	630	91	.....	.....	.....	.....	.....	.....	630	91	721	721	
Fruits and vegetables	678	12	.....	.....	.....	.....	.....	.....	678	12	690	690	...
Hay	117	.....	.....	.....	.....	.....	.....	.....	117	.....	117	117	
Hides and leather	3	3	.....	.....	.....	.....	.....	.....	3	3	6	6	....
Household goods	20	52	.....	.....	.....	.....	.....	.....	20	52	72	72	
Iron and steel, all other	52	10	.....	.....	.....	.....	.....	.....	52	10	62	62	
Live stock	10	.....	.....	.....	.....	.....	.....	.....	10	.....	10	10	...
Merchandise	3,200	1,067	.....	.....	.....	.....	.....	.....	3,200	1,067	4,267	4,267	...
Oats	897	10	.....	.....	.....	.....	.....	.....	897	10	907	907	...
Other mill products	495	107	.....	.....	.....	.....	.....	.....	495	107	602	602	
Other packing house products	179	15	.....	.....	.....	.....	.....	.....	179	15	194	194	
Other woods	48	220	.....	.....	.....	.....	.....	.....	48	220	268	268	
Ore, all other	.....	215	.....	.....	.....	.....	.....	.....	.....	215	215	215	
Petroleum	581	62	.....	.....	.....	.....	.....	.....	581	62	643	643	
Poultry, game and fish	229	2,786	.....	.....	.....	.....	.....	.....	229	2,786	3,015	3,015	
Potatoes	3,462	.....	.....	.....	.....	.....	.....	.....	3,462	.....	3,462	3,462	
Sawed lumber	1,419	26	.....	.....	.....	.....	.....	.....	1,419	26	1,445	1,445	
Shingles	213	9	.....	.....	.....	.....	.....	.....	213	9	222	222	
Square timber	5	.....	.....	.....	.....	.....	.....	.....	5	.....	5	5	
Sugar	193	24	.....	.....	.....	.....	.....	.....	193	24	217	217	
Salt	1,282	87	.....	.....	.....	.....	.....	.....	1,282	87	1,369	1,369	
Wines, liquors and beers	32	.....	.....	.....	.....	.....	.....	.....	32	.....	32	32	
Wool	1	1	.....	.....	.....	.....	.....	.....	1	1	2	2	
Stone, etc	.....	510	.....	.....	.....	.....	.....	.....	.....	510	510	510	
Total freight	13,915	45,801	.....	.....	.....	.....	.....	.....	13,915	45,801	59,716	59,716	

TABLE 7 (No. 10)—General Statement showing the Quantity of each Article Transported on the Murray Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	1								1		1	1	
Coal, soft			35					799	35	799	834		834
Household goods	5								5		5	5	
Iron and steel, all other	15	439							15	439	454	454	
Merchandise	4,244	3,025							4,244	3,025	7,269	7,269	
Sand and stone	36,105								36,105		36*105	36,105	
Wines, liquors and beers		67								67	67	67	
Total freight	40,370	3,531	35					799	40,405	4,330	44,735	43,901	834

TABLE 7 (No. 11)—General Statement showing the Quantity of each Article Transported on the Ottawa Canals during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	72	9							72	9	81	81	
All other animal	49	2,085							49	2,085	2,134	2,134	
Barley	2								2		2	2	
Buckwheat	2								2		2	2	
Cement, bricks, etc.	679	62							679	62	741	741	
Coal, hard	616						277		893		893		893
Coal, soft	1,279						1,825		3,104		3,104	662	2,442
Corn	30	1							30	1	31	31	
Dressed meats	1	1							1	1	2	2	
Flour	523	101							523	101	624	624	
Fruits and vegetables	136	122							136	122	258	258	
Hay	19	1,573							19	1,573	1,592	1,592	
Hides and leather		15								15	15	15	
Household goods	230	106							230	106	336	336	
Iron, pig and bloom	142	38							142	38	180	180	
Iron and steel, all other	1,115	147							1,115	147	1,262	1,262	
Live stock	63	295							63	295	358	358	
Merchandise	4,830	4,185					4,135		8,965	4,185	13,150	9,015	4,135
Oats	198	37							198	37	235	235	
Other mill products	150	537							150	537	687	687	
Other packing house products	32	5							32	5	37	37	
Other woods	10	2,755							10	2,755	2,765	2,765	
Peas		16								16	16	16	
Petroleum	579	381							579	381	960	960	
Poultry, game and fish	21	25							21	25	46	46	
Potatoes	39	248							39	248	287	287	
Sawed lumber	585	17,431		62,944					585	80,375	80,960	80,960	
Shingles	4	115							4	115	119	119	
Square timber		154		542						696	696	696	
Sugar	898	87							898	87	985	985	
Salt	839	6							839	6	845	845	
Wheat	102	21							102	21	123	123	
Wines, liquors and beers	470	38							470	38	508	508	
Wool		1								1	1	1	
Sand and stone		53,135								53,135	53,135	53,135	
Total freight	13,715	83,732		63,486			6,237		19,952	147,218	167,170	159,700	7,470

TABLE 7 (No. 12)—General Statement showing the Quantity of each Article Transported on the Rideau Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Agricultural implements	41	60							41	60	101	101	
All other animal	192	1,998							192	1,998	2,190	2,190	
Barley		11								11	11	11	
Cement, bricks, etc	181	132							181	132	313	313	
Coal, hard		1,336						1,894		3,230	3,230	64	3,166
Coal, soft	1	130						307	1	437	438	131	307
Corn		35								35	35	35	
Flour	5	137							5	137	142	142	
Fruits and vegetables	15	18							15	18	33	33	
Hay	620	12							620	12	632	632	
Hides and Leather		15								15	15	15	
Household goods	71	47							71	47	118	118	
Iron, pig and bloom	46	9							46	9	55	55	
Iron and steel, all other	957	72							957	92	1,049	1,049	
Live stock	20	39							20	39	59	59	
Merchandise	3,857	2,230							3,857	2,230	6,087	6,087	
Oats		5								5	5	5	
Other mill products		140								140	140	140	
Other packing house products	28	1							28	1	29	29	
Other woods	353	80							353	80	433	433	
Ore, all other													
Petroleum	233	329							233	329	562	562	
Poultry, game and fish	4								4		4	4	
Potatoes	3	7							3	7	10	10	
Pulpwood		740								740	740	740	
Sand and stone	24,571	5,800							24,571	5,800	30,371	30,371	
Sawed lumber	892	5,118							892	5,118	6,010	6,010	
Shingles	31	2							31	2	33	33	
Square timber	160	2							160	2	162	162	
Sugar	460	107							460	107	567	567	
Salt	316	49							316	49	365	365	
Wheat		5								5	5	5	
Wines, liquors and beers	171	20							171	20	191	191	
Wool		1								1	1	1	
Total Freight	33,228	18,707						2,201	33,228	20,908	54,136	50,663	3,473

TABLE 7 (No. 13)—General Statement shwoing the Quantity of each Article Transported on the Trent Valley Canal during the Season of Navigation of 1918.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From U. States to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States
Agricultural implements	33	5							33	5	38	38	
All other animal		31								31	31	31	
Barley	152								152		152	152	
Cement, bricks, etc.	32	27							32	27	59	59	
Coal, hard	134								134		134	134	
Coal, soft	207	684							207	684	891	891	
Dressed meats	3								3		3	3	
Flax													
Flour	45									45	45	45	
Fruits and vegetables	30								30		30	30	
Hay	21	50							21	50	71	71	
Household goods	34	11							34	11	45	45	
Iron, pig and bloom	9	1							9	1	10	10	
Iron and steel, all other	2								2		2	2	
Live stock	190	39							190	39	229	229	
Merchandise	1,106	969							1,106	969	2,075	2,075	
Oats	109								109		109	109	
Other mill products	19	2							19	2	21	21	
Other woods	12,563	23,214							12,563	23,214	35,777	35,777	
Ore, iron		15								15	15	15	
Peas	30								30		30	30	
Petroleum	27	3							27	3	30	30	
Potatoes	22	4							22	4	26	26	
Pulpwood	30	18,316							30	18,316	18,346	18,346	
Rye	6								6		6	6	
Sand	57								57		57	57	
Sawed lumber	453	4,473							453	4,473	4,926	4,926	
Shingles	46	19							46	19	65	65	
Square timber	21	232							21	232	253	253	
Sugar	11								11		11	11	
Salt	2								2		2	2	
Wheat	1,401								1,401		1,401	1,401	
Wines, liquors and beers	1	1							1	1	2	2	
Wool	1								1		1	1	
Total Freight	16,797	48,096							16,797	48,096	64,893	64,893	

TABLE 7 (No. 14)—General Statement showing the Quantity of each Article Transported on the St. Andrews Canal during the Season of Navigation in 1918.

Articles.	From Canadian to Canadiaa Ports.		From Canadian to United States Ports.		From U. States. to United States Ports.		From U. States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. States.
Household goods	7								7		7	7	
Live stock		7								7	7	7	
Merchandise	40	7							40	7	47	47	
Other woods	3,443								3,433		3,433	3,433	
Sawed lumber	1,146								1,146		1,146	1,146	
Total Freight	4,626	14							4,626	14	4,640	4,640	

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1918

(From sworn Returns furnished by the several Railway Companies)

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

[No. 20*b*—1918.]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc.,etc.,
Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Statistics for the year ended June 30, 1918.

J. D. REID,
Minister of Railways and Canals.

To the Honourable J. D. Reid,

Minister of Railways and Canals.

Sir,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the railway interests of Canada for the year ended June 30, 1918.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,

Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, February 8, 1919.

G. A. BELL, Esq., C.M.G.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1918.

The reports of the various railways reveal increases in gross earnings, as the result of a higher volume of traffic than in 1917, with material decreases in net earnings arising out of swollen operating expenses. The facts in these regards are disclosed in the tables forming the body of this report.

ABRIDGED REPORT.

Because of war conditions last year, and the need for special economy, it was deemed expedient to very considerably reduce the matter making up Railway Statistics. That policy has been continued with respect to the 1918 report.

ELECTRIC RAILWAYS.

Statistical information with regard to the electric railway interests of Canada will be found in both these introductory pages and the tables constituting the body of the report.

RAILWAY MILEAGE.

274·32 miles were added to the railway mileage of the Dominion in 1918, bringing up the total to 38,878·52. The additional mileage was located chiefly in the western provinces.

The factors of mileage as used in certain calculations which follow is not constant. It varies for the purpose of reckoning capitalization per mile and operating results per mile. In the latter instances, for example, regard must be had for trackage rights and the average mileage in actual operation during the year.

The history of operating railway mileage in Canada, less trackage rights, is here brought down to the year 1918:—

Year.	Miles in Operation.	Year.	Miles in Operation.
1835	0	1868	2,270
1836	16	1873	3,832
1846	16	1878	6,226
1847	54	1883	9,577
1850	66	1888	12,163
1851	159	1893	15,005
1852	205	1898	16,870
1853	506	1903	18,988
1854	761	1908	22,966
1855	877	1914	30,795
1856	1,414	1915	35,578
1858	1,863	1916	37,434
1859	1,094	1917	38,601
1860	2,065	1918	38,879
1865	2,240		

The following statement shows the growth of railway mileage in the various provinces since 1907:—

Provinces.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.	1917.	1918.
Ontario	7,638	7,933	8,229	9,230	8,322	8,546	9,000	9,255	10,702	11,320	11,049	11,057
Quebec	3,516	3,574	3,663	3,795	3,882	3,883	3,986	4,043	4,677	4,733	4,734	4,791
Manitoba	3,074	3,111	3,205	3,221	3,446	3,520	3,993	4,076	4,498	4,310	4,194	4,168
Saskatchewan	2,025	2,081	2,631	2,932	3,121	3,754	4,651	5,089	5,327	5,378	6,124	6,162
Alberta	1,323	1,323	1,321	1,488	1,494	1,897	2,212	2,545	3,171	3,891	4,414	4,273
British Columbia	1,686	1,733	1,736	1,832	1,842	1,855	1,951	1,978	3,100	3,604	3,885	4,247
New Brunswick	1,503	1,509	1,547	1,522	1,548	1,545	1,545	1,839	1,962	1,957	1,959	1,959
Nova Scotia	1,329	1,344	1,351	1,351	1,351	1,357	1,359	1,365	1,367	1,436	1,422	1,428
Prince Edward Island	267	267	269	269	269	269	279	279	275	275	278	279
Yukon	91	91	91	91	102	102	102	102	102	102	102	102
In United States							225	224	398	426	413	413

The addition to second track in 1918 amounted to 5·66 miles, bringing up the total to 2,680·57.

There was an increase of 70·20 in yard track and sidings, making the total 9,294·35.

The totals of second track and yard track and sidings since 1907 are as follows:—

—	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914	1915.	1916.	1917.	1918.
Double track	1,067	1,211	1,464	1,543	1,610	1,752	1,981	2,293	2,451	2,489	2,675	2,681
Yard track and sidings	4,092	4,516	4,761	5,155	5,550	6,149	6,935	7,518	7,852	8,396	9,224	9,294

All tracks combined:—

Year.	Miles.	Increase.
1907	27,967	
1908	29,068	1,101
1909	30,329	1,261
1910	31,429	1,100
1911	32,559	1,130
1912	34,629	2,070
1913	38,223	3,594
1914	40,605	2,382
1915	45,885	5,280
1916	48,319	2,434
1917	50,503	2,184
1918	50,853	350

Table 1 will afford information in detail with respect to railway mileage.

Railway Capital.

There was an increase in the capitalization of railways in 1918 of $14,760,403. This increment represented an addition of $4,770,620 to stocks and $9,989,883 to funded debt.

Distribution of capitalization:—

Stocks	$ 877,600,613
Consolidated debenture stock (C.P.R.)	216,284,882
Funded debt	905,994,999
Total	1,999,880,494

Distribution of funded debt:—

Bonds	$ 825,410,999
Miscellaneous obligations	26,010,000
Income bonds	25,275,000
Equipment trust obligations	29,299,000
Total	905,994,999

STOCKS.

—	1915.	1916.	1917.	1918.
	$ cts	$ cts.	$ cts.	$ cts.
Dividend-paying	491,538,059 00	420,697,257 00	364,376,024 00	361,376,024 00
Non-dividend	356,263,042 00	427,572,186 00	508,453,969 00	513,224,589 00
Amount of dividends	32,311,337 00	32,277,871 00	30,092,701 00	30,103,982 00
Per cent. on dividend-paying	6 58	7 68	8 26	8 26
Per cent. on all stocks	3 81	3 81	3 15	3 43
Per mile, all stocks	27,358 00	25,950 00	25,400 00	25,811 00

FUNDED DEBT.

—	1915.	1916.	1917.	1918.
	$ cts.	$ cts.	$ cts	$ cts.
Outstanding for this purpose	851,724,905 00	869,323,449 00	895,492,856 00	905,994,999 00
Per mile of line affected	28,129 00	27,282 00	26,892 00	26,995 00

CONSOLIDATED DEBENTURE STOCK.

	$ cts.	$ cts.	$ cts.	$ cts.
Amount outstanding (C.P.R.)	176,284,882 00	176,284,882 00	216,284,882 00	216,284,882 00
Interest	7,008,942 00	7,051,395 00	7,051,395 00	7,051,395 00
Per mile of line affected	13,746 00	14,239 00	19,101 00	18,451 00

The factor of mileage used in the foregoing calculations for stocks was 34,023, for funded debt 33,561, and for consolidated debenture stock 11,722.

It must be borne in mind that railways owned and operated by Government have neither stocks nor bonds outstanding. In other cases, there may be stocks and no bonds. Railways under construction are omitted.

The cost, including equipment, of government owned and operated lines, for which no capitalization is given in foregoing statements, is shown in the following table:—

—	Miles.	Capital Cost.	Cost per Mile.
		$	$
Intercolonial	1,553	141,636,812	91,202
National Transcontinental	2,003	164,488,237	82,241
Prince Edward Island	278	11,901,180	42,810
Temiskaming and Northern Ontario	329	21,195,045	63,363
New Brunswick Coal and Railway	58	1,936,600	32,217
Totals	4,221	341,157,874	

The following tabular statement shows the record of railway capitalization, by periods, since 1876:—

Year.	Stocks.	Debenture Stock.	Funded Debt.	Total.
	$	$	$	$
1876	180,955,657		76,079,531	257,035,188
1881	199,527,981		84,891,313	284,418,293
1886	317,141,918		169,359,306	486,501,254
1891	338,769,786		292,291,654	632,061,440
1896	361,075,340		336,137,601	697,212,941
1901	424,414,314		391,696,523	816,110,837
1907	588,563,591		583,369,217	1,171,937,808
1913	755,316,516	163,257,224	613,256,952	1,531,830,692
1914	853,110,653	173,307,470	782,402,638	1,808,820,761
1915	847,801,101	176,284,882	851,724,905	1,875,810,888
1916	848,269,488	176,284,882	869,323,449	1,893,877,819
1917	872,829,993	216,284,882	896,005,116	1,985,119,991
1918	877,600,613	216,284,882	905,994,999	1,999,880,494

The relationship of dividends and net earnings to share capital during the past twelve years is shown in the following table:—

Year.	Debenture Stock.	Interest on Debenture Stock.	Stocks.	Dividends on Stocks.	Per cent on Stocks, all Stocks.	Net Earnings.	Stocks and Debenture Stock.	Per cent. on Dividend Paying Stocks.
	$	$	$	$	$	$	$	
1907...	....	....	588,568,591	12,760,435	2·17	42,989,537	588,568,591	7·30
1908...	.....	....	607,891,349	12,955,213	2·11	39,614,171	607,891,349	6·51
1909...	.....	... .	647,534,647	19,230,126	2·37	40,456,252	647,534,647	6·24
1910...	....	.....	687,557,387	21,747,914	3·16	53,550,777	687,557,387	7·78
1911...	....	.....	749,207,687	30,577,740	4·08	57,698,709	749,207,687	7·70
1912...	... .	... .	770,459,351	31,164,791	4.04	68,677,213	770,459,351	8·91
1913...	163,257,224	6,337,188	755,316,516	27,333,373	3·72	74,671,160	918,573,740	8·13
1914...	173,307,470	6,805,320	853,110,653	30,434,601	3·56	64,108,280	1,026,418,123	6·25
1915...	176,284,882	7,008,942	847,801,101	32,341,337	3·81	52,111,973	1,024,085,983	5·09
1916...	176,284,882	7,051,395	848,269,488	32,277,874	3·81	81,346,395	1,024,554,325	7·94
1917...	216,284,882	7,051,395	872,829,993	30,092,701	3·45	87,880,842	1,089,114,875	8·26
1918...	216,284,882	7,051,395	877,600,613	30,103,982	3·43	56,264,714	1,093,885,495	8·26

Net earnings in the foregoing statement are the differenee between gross receeipts and operating expenses. Net operating earnings, after deduetions had been made for fixed eharges and so on, will be found in Table 9 under the head of Ineome Aeeount.

Aid to Railways.

Payments by the Dominion on subsidy aeeount aggregated $720,404.75 in 1918. The situation as respeets the provinces and municipalities was unchanged.

During the year loans of $25,000,000 were made to the Canadian Northern Railway, and of $7,500,000 to the Grand Trunk Paeifie Railway, by the Dominion.

Table 5 affords information in detail with regard to aid given to railways.

The full aeeount in relation to aid stood, on June 30, 1918, as follows:—

Year.	Dominion.	Provinces.	Municipalities.
	$ cts.	$ cts.	$ cts.
1876	*18,564,352 37	4,203,240 43	5,384,005 70
1882.....	37,371,208 33	17,044,628 91	9,080,944 63
1888...	c90,644,574 40	23,342,758 82	11,625,050 4
1894.....	102,087,290 06	29,368,697 75	14,374,610 99
1900.	107,760,795 70	31,310,170 06	16,173,303 45
1906	118,473,316 04	43,278,022 12	17,576,538 15
1912	c154,075,235 09	35,945,515 16	18,051,323 60
1913..	163,251,469 42	36,500,015 16	18,078,673 60
1914....	178,834,528 74	37,023,275 16	f17,914,836 40
1915.	183,479,192 91	37,437,895 16	17,914,836 40
1916.....	184,719,627 88	37,437,895 16	17,914,836 40
1917.....	185,493,913 56	37,437,895 16	17,914,836 40
1918.....	218,714,318 37	37,437,895 16	17,914,836 40

* Included loan $2,311,666.67 to Northern Railway; not reported after this year.

c Eastern extension $1,281,495.76, now included in I. C. Railway.

c This amount includes payments of $6,263,715.86 to Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

f This reduction is due to the repayment of a loan.

Included with the aid to the C.P.R. is the sum of $37,785,319.54 for lines built by Government and handed over to the Company. In that total is $6,639,581 for surveys.

Following is an analysis of the cash subsidies paid by the various provinces since 1875:—

Year.	Ontario.	Quebec.	Nova Scotia	New Brunswick.	British Columbia.	Manitoba.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875....	.....	.....	.....	.....	.....	.....	.....
1881....	3,183,037 02	1,578,443 27	823,330 00	2,754,000 00	.....	.....	8,338,810 29
1887....	5,984,007 52	3,276,071 81	1,653,903 68	3,856,165 00	.....	386,250 00	16,674,174 01
1893 ..	6,391,932 74	7,864,561 83	2,121,944 55	1,425,281 81	37,500 00	2,623,286 77	23,464,507 70
1899...	7,281,129 63	11,206,833 10	2,204,847 10	4,506,040 71	37,500 00	2,703,061 77	28,039,412 31
1905 .	8,562,504 47	12,259,285 66	3,991,193 75	1,580,934 71	37,500 00	2,872,887 02	32,304,301 61
1911....	9,201,616 04	12,333,196 52	6,384,299 75	4,907,486 71	798,269 00	2,878,887 02	36,506,695 04
1915 ...	9,669,236 01	12,333,196 52	6,987,849 75	4,907,486 71	1,284,572 00	2,878,887 02	37,437,895 16

Additions were not made in succeeding years.

The cash aid given by municipalities is shown, by provinces, in the following table:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia	Manitoba.	North-west Territories.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875....	3,774,620 13	513,000 00	.....	127,500 00	.....	.....	.....	4,415,120 13
1881...	5,988,300 01	1,864,144 62	250,000 00	293,560 00	.....	.....	.....	8,305,944 63
1887 ...	8,055,305 81	2,380,986 62	250,000 00	296,500 00	37,500 00	180,600 00	.....	11,500,892 43
1893...	10,289,453 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,272,456 99
1899....	11,971,161 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,000 00	22,261 29	16,005,129 28
1905....	12,930,290 81	3,126,036 08	471,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,420,085 65
1911..	13,361,075 63	3,137,536 08	481,898 10	341,500 00	207,952 00	490,600 00	22,261 29	18,012,823 60
1912....	13,361,075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60
1913....	13,361,075 63	3,158,136 08	481,898 10	341,500 00	223,202 50	490,600 00	22,261 29	18,078,673 60
1914 ..	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40

In succeeding years additions were not made.

Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the provinces, and by municipalities:—

DOMINION.

Cash subsidies	$ 111,428,695 38
Loans	58,076,533 33
Cost of lines handed over to C.P.R.	37,785,319 97
Paid to Quebec Government	5,160,053 83
Implement clause, G.T.P., agreement	6,263,715 86
Total	$ 218,714,318 37

The purchase of Grand Trunk Pacific bonds aggregating $33,116,000 by the Government, could not properly be classified as cash aid. It is therefore omitted from this account, and appears in a later paragraph, among guarantees authorized.

The Dominion Government has also constructed and now operates, the Eastern Division of the National Transcontinental railway, on which an expenditure of $164,188,237 had taken place up to March 31, 1918.

PROVINCES.

Cash Subsidies	$ 29,940,865 16
Loans	7,197,030 00
Subscriptions to shares	300,000 00
Total	$ 37,437,895 16

NOTE—$4,447,000 was transferred from Subsidy to Loan Account.

MUNICIPALITIES.

Cash subsidies	$ 12,670,837 78
Loans	2,404,498 62
Subscriptions to shares	2,839,500 00
Total	$ 17,914,836 40

NOTE—A loan of $186,202.50 cancelled in 1914.

LAND GRANTS.

Following have been the land grants to railways:—

—	Acres.
By the Dominion	31,864,074
By the province of Quebec*	1,681,690
By the province of British Columbia	8,119,221
By the province of New Brunswick	1,647,772
By the province of Nova Scotia	160,000
By the province of Ontario	624,232
Total	44,096,989

* See explanatory paragraph.

In the case of the province of Quebec the land grants have been on a special basis, and it is therefore necessary to have in mind the following facts:—

Acres granted—convertible	13,324,950
Converted, at 52½ cents per acre	$ 6,995,599
Amount of conversion	$ 4,557,728
Acres granted—not convertible	10,360,934
Acres earned—not convertible	1,681,690

The facts with respect to grants of lands by the Dominion, as revised by the Railway Lands Branch of the Department of the Interior, are as follows:—

Name of Company.	Area earned Acres.
Alberta Railway and Irrigation Co., (formerly North West Coal and Navigation Co.)	1,114,368
Calgary and Edmonton Railway Co	1,888,448
Canadian Northern Railway Co., (Ry. from point on C.P.R. to Hudson Bay	2,624,128
Canadian Northern Railway Co., (formerly Lake Manitoba Railway and Canal Co.	798,400
Canadian Pacific Railway Co.—Main Line	18,206,986
C.P.R., Pipestone Extension, Souris Branch	200,320
C.P.R., Souris Branch	1,408,704
Great North West Central Railway Co., (formerly North West Central Ry. Co.)	320,000
Manitoba and North Western Railway Co	1,501,376
Manitoba South Western Colonization Railway Co	1,396,800
Canadian Northern Railway Co., (formerly Manitoba and South Eastern Ry. Co.)	680,320
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co	1,625,344
Saskatchewan and Western Railway Co	98,880
Total	31,864,074

The Dominion has not made any grants of lands in aid of railways since 1894.

Guarantees.

Guarantees of bonds have been substituted in large measure for other forms of aid during recent years. It has been most difficult to get an accurate statement of the facts in this regard, particularly as to the precise amount of outstanding liability. The following table is based on official reports from the Dominion and Provincial Governments:—

—	Authorized.	Bonds Executed.	Guarantees Earned.
	$	$	$
Dominion	189,666,539	183,532,523	183,532,523
Manitoba	25,519,553	25,519,553	25,519,553
Alberta	59,495,900	45,120,450	45,120,450
Saskatchewan	46,725,000	28,095,345	22,083,994
Ontario	7,860,000	7,860,000	7,860,000
British Columbia	68,135,000	60,317,524	50,889,567
New Brunswick	7,763,000	7,763,000	6,431,562
Quebec	280,000	280,000	280,000
Total	405,444,992	358,488,395	342,317,649

It must be understood that $33,116,000 worth of Grand Trunk Pacific bonds purchased by the Dominion Government, and referred to in a preceding paragraph, is included with the amount of guarantees authorized, although in such case the guarantee does not apply. There is, however, no other way of recording the amount in this connection.

The facts for the preceding six years, as respects the amount of guarantees authorized, are as follows:—

—	1912.	1913.	1914.	1915.	1916.	1917.
	$	$	$	$	$	$
Dominion	91,983,553	95,486,590	188,965,063	188,965,063	189,666,539	189,666,539
Manitoba	20,899,660	24,059,447	25,221,580	25,221,580	25,221,580	25,519,553
Alberta	45,489,000	45,489,000	55,810,450	59,110,450	58,736,750	59,495,900
Saskatchewan	32,500,000	33,735,000	41,625,000	41,625,000	47,725,000	47,725,000
Ontario	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000
Nova Scotia	5,022,000	5,022,000	.....	.....	.....	.....
British Columbia	38,946,832	59,262,072	80,332,072	80,332,072	80,332,072	68,782,072
New Brunswick	1,893,000	3,654,265	6,063,000	6,063,000	7,763,000	7,763,000
Quebec	476,000	392,000	392,000	392,000	308,000	280,000
Total	245,070,045	274,960,374	409,869,165	409,869,165	417,612,941	407,092,061

Following are the details according to official statements received from the Dominion and the various provinces:—

DOMINION.

The list of securities guaranteed by the Dominion prior to June 30, 1916, is as follows:—

1. The Canadian Northern Railway Company, chapter 7, Edward VII.

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, chapter 11, 7-8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20, 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, chapter 6, 1-2 George V (1911).

The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 19, 1911, interest payable half yearly, amount actually issued £7,350,000.

4. The Canadian Northern Alberta Railway Company, chapter 6, 9-10 Edward VII (1910) as amended by chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 4, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, chapter 71, 3 Edward VII (1903) and chapter 24, 4 Edward VII (1904) and chapter 98, Acts of 1905.

The guarantee is for 3 per cent bonds of the railway company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental railway, but not exceeding $13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £2,300,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The total authorized issue was £14,000,000 and the balance of the issue not sold to the public—£6,800,000—was purchased by the Government under the authority of the Grand Trunk Pacific Bond Purchase Act, 1913. There is therefore no guarantee, as respects this part of the issue, outstanding.

6. The Canadian Northern Alberta Railway Company, chapter 6, 2 George V (1912).

The guarantee is for the principal of £733,561 12s. 10d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from April 1, 1912, interest payable half yearly.

7. The Grand Trunk Pacific Railway Company, chapter 20 of the Acts of 1914.

Total guarantee authorized, $16,000,000, interest at 4 per cent. Sold to the public, $3,193,507; pledged with the Dominion Government against advances, $7,500,000; pledged to Grand Trunk Railway Company, $5,306,493

8. The Canadian Northern Railway Company, chapter 20 of the Acts of 1914.

Guarantee authorized, $45,000,000, at 4 per cent. Sold to the public, $17,033,333; pledged with the Dominion Government against advances, $12,500,000; pledged with Columbia Trust Coy., New York, against advances, $15,333,333.

ALBERTA.

Railway.	Authorized Mileage.	Par Bond Value.	Mileage executed by Government	Par Bond Value.
		$		$
Canadian Northern	902·4	13,536,000	774·8	11,022,000
Canadian Northern Westhern	1,390·	22,530,000	662·57	11,222,250
Grand Trunk Pacific Branch Lines Co.	259·5	4,182,500	259·5	4,182,500
Edmonton, Dunvegan and British Columbia Ry.	471·	9,429,000	471·	9,420,000
Alberta and Great Waterways	350·	7,000,000	350·	7,000,000
Central Canada	114·	2,280,000	100	2,000,000
Lacombe and Blindman Valley	39·1	547,400	39·1	273,700
Totals	3,526·0	59,495,900	2,656·97	45,120,450

SASKATCHEWAN.

—	Number of Miles.	Total Authorized Guarantees of $15,000 per Mile.	Par value of Bonds sold.	Amount of earnings Released.
		$ cts.	$ cts.	$ cts.
Canadian Northern Railway Company	1,155	17,325,000 00	13,709,400 00	10,456,496 25
Canadian Northern Saskatchewan Railway Co.	255	3,825,000 00	1,174,813 33	782,210 60
Grand Trunk Pacific Branch Lines Co.	760	11,400,000 00	11,328,892 00	9,908,627 53
Grand Trunk Pacific Saskatchewan Railway Co.	605	9,075,000 00	Nil.	Nil.
		41,625,000 00	26,213,105 33	21,147,333 38
Bridges and Terminals— Grand Trunk Pacific Branch Lines Co.		5,100,000 00	1,882,240 00	1,536,660 62
		46,725,000 00	28,095,345 33	22,683,991 00

All unearned guarantees were permitted to lapse in 1918.

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating $7,860,000.

NOVA SCOTIA.

The aid given by the province of Nova Scotia to the Halifax and South-western Railway Company was not in the nature of a guarantee of bonds; but the facts of the case cannot very well be given under any other head. They are as follows:—

In the first instance the province advanced to the company $13,500 per mile on 257·25 miles of its railway. The company gave a mortgage to the province covering the railway system for the total amount so advanced, and for interest on advances during construction, but could redeem the mortgage by repaying the said sum of $13,500 per mile, less the sum of $3,200 per mile. The $3,200 per mile represents the sum which, under the provisions of a general Act on the subject, the province grants as a subsidy to a company constructing a railway.

This arrangement existed until the new arrangement was made under chapter 27 of the Acts of 1912, as amended by chapter 64 of the Acts of 1913. The new arrangement provided for releasing the original mortgage, for crediting the railway company with the $3,200 per mile, and interest thereon, for repayment to the company of the equivalent of £180,400 sterling which the company had paid as interest on the mortgage, and for adding that amount to the sums due by the company for principal. The equivalent of £180,400 sterling was paid to the Halifax and Southwestern Railway Company, but instead of being paid in cash it was paid by delivering to the company £180,400 of provincial debentures. The total amount the company owed the province under this arrangement was settled at $4,447,000, in which is included the equivalent of £180,400 sterling.

As security for that amount the company delivered to the province its bonds guaranteed by the Canadian Northern Railway Company, aggregating $4,447,000, these bonds being secured by a mortgage trust deed covering the railway system of the Halifax and Southwestern Railway Company, and the province still holds the bonds and collects the interest thereon as the same falls due.

Under the primary arrangement the railway company did not deliver bonds to the province, but merely executed the mortgage, which has been released and superseded by the new arrangement.

The advance of $13,500 per mile was not made by the province delivering bonds to the company; it was made in cash, the province having borrowed the money in London by the issue and sale of inscribed stock. The interest on the guaranteed bonds that the province now holds offsets within about one-quarter per cent the interest payable on the inscribed stock, this difference being accounted for by the fact that the stock was issued below par.

After the guaranteed bonds of the Halifax and Southwestern Railway Company are paid, the amount of provincial aid it will have received will have been $3,200 per mile.

BRITISH COLUMBIA.

—	Garantee Authorized.	Par Value of Bonds. Executed.	Amount of Guarantee.
	$	$	$
Canadian North Pacific Ry.	47,975,000	40,157,527	32,854,369
Pacific Great Eastern Ry.	20,160,000	20,160,000	18,035,198
	68,135,000	60,317,524	50,889,567

In 1916 there was added to the above $11,550,000 of bonds of the Pacific Great Eastern, the guarantee of which had been authorized by the Legislature. The official statement for 1918 omits the amount.

MANITOBA.

To the Canadian Northern Railway Co., the following guarantees have been given:—

1,243·73 miles,	main line and branches in Manitoba at $10,000 per mile.	$12,437,286 66
332·30 "	main line and branches in Manitoba at $13,000 per mile.	4,320,000 00
287·28 "	Port Arthur Division at $20,000 per mile	5,745,586 67
	Guarantees on Winnipeg Terminals	3,000,000 00
	Total guarantees	$25,502,873 33

Canadian Northern Manitoba Railway—
12·3 miles at $13,000 00 per mile $ 16,680 00

NEW BRUNSWICK.

	Amount guaranteed.	Earned and paid.
	$ cts.	$ cts.
International	896,000 00	896,000 00
New Brunswick and Seaboard	297,000 00	297,000 00
Southampton	155,000 00	155,000 00
St. John and Quebec	4,250,000 00	3,597,898 70
St. John and Quebec	1,700,000 00	1,020,662 90
Fredericton and Grand Lake	465,000 00	465,000 00
Total	7,763,000 00	6,431,561 60

QUEBEC.

Guarantee of bonds of the Montreal and Western Railway Company to the amount of $280,000.

INCOME ACCOUNT.

Net operating revenue		$ 56,264,714
Outside operations—		
Revenue	$ 5,423,530 94	
Expenses	3,744,180 08	
Net Revenue	$ 1,679,350 86	
Income—Other sources	19,627,863 92	
		21,307,214 78
		$ 77,571,928 91
Less Taxes		4,711,262 84
Gross corporate income		$ 72,860,666 10
Deductions—		
Lease of other roads	$ 3,191,478 94	
Other rents	6,873,321 18	
Interest on funded debt	30,665,899 36	
Other interest	9,182,886 61	
Sinking funds	9,733 33	
Other deductions	2,417,146 10	
		54,532,137 39
Net corporate income		$ 18,328,228 71
Disposal of net corporate income—		
Dividends—Common	$ 26,876,705 16	
Dividends—Preferred	10,331,172 14	
Additions and betterments, Cr	209 43	
Reserves	195,831 57	
		37,403,499 44
Balance to profit and loss, Dr		$ 19,075,270 73

It should be explained that the foregoing dividends are exaggerated by the inclusion of interest on the debenture stock of the Canadian Pacific Railway. In that case, it is really interest on a debenture of such a peculiar class that it neither belongs to stocks nor funded debt.

Details will be found in Table 9.

Current Assets and Liabilities.

Commencing with 1917, Table 9A was introduced for the purpose of showing the financial position of reporting railways as disclosed by the balance arising between current assets and liabilities. The facts in that regard are always important.

Public Service of Railways.

The railways of Canada carried 50,737,294 passengers and 127,543,687 tons of freight in 1918.

The history of passenger traffic by periods, since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875	5,190,416	1911	37,097,718
1880	6,462,948	1912	41,124,181
1885	9,672,599	1913	46,203,765
1890	12,821,262	1914	46,702,280
1895	13,587,580	1915	49,322,035
1900	21,500,175	1916	49,027,671
1905	25,288,723	1917	53,749,680
1910	35,894,575	1918	50,737,294

The record of freight traffic, by periods, is as follows:—

Year.	Tons of freight (2,000 lbs.)	Year.	Tons of freight (2,000 lbs.)
1875	5,670,837	1909	66,842,258
1880	9,938,858	1910	74,482,866
1885	14,659,271	1911	79,884,282
1890	20,787,469	1912	89,444,331
1895	21,524,421	1913	106,992,710
1900	35,946,183	1914	106,393,989
1905	50,793,957	1915	87,204,833
1906	57,966,713	1916	109,659,088
1907	63,866,135	1917	121,916,272
1908	63,071,167	1918	127,543,687

The factor of mileage used in calculations which follow is the operting mileage as given on a preceding page under the head of "Railway Mileage."

PASSENGER TRAFFIC.

Passengers carried 1 mile:—

1907	2,049,549,813	1915	2,483,708,745
1909	2,033,001,225	1917	3,150,127,428
1911	2,605,968,924	1918	3,190,025,682
1913	3,265,656,080		

Passengers carried 1 mile per mile of line:—

1907	90,921	1915	69,802
1909	84,312	1917	79,829
1911	102,597	1918	82,050
1913	111,353		

Passengers carried per mile of line:—

1907	1,431	1915	1,299
1909	1,355	1917	1,362
1911	1,560	1918	1,308
1913	1,576		

Average receipts per passenger per mile:—

1907	1·911	1915	2·021
1909	1·921	1917	1·946
1911	1·944	1918	2·103
1913	1·973		

Passenger revenue:—

1907	$ 39,184,437	1915	$ 50,173,267
1909	39,073,488	1917	61,290,291
1911	50,566,894	1918	67,089,363
1913	61,441,430		

Passenger train revenue:—

1907	$ 45,730,652	1915	$ 60,699,935
1909	45,282,326	1917	86,767,114
1911	58,317,998	1918	88,192,056
1913	74,431,991		

Average receipts per passenger:—

1907	$ 1·219	1915	$ 1·083
1909	1·195	1917	1·140
1911	1·360	1918	1·322
1913	1·391		

Average number of passengers per train:—

1907	56	1915	50
1909	51	1917	59
1911	60	1918	61
1913	62		

Average number of passengers per car:—

1913	15	1916	14
1914	14	1917	16
1915	14	1918	17

Average number of cars per passenger train:—

1913	5·6	1916	5·5
1914	5·7	1917	5.7
1915	5·4	1918	5·8

Average passenger journey—miles:—

1907	61	1915	54
1909	62	1917	59
1911	70	1918	63
1913	71		

The average earnings from passenger train service per passenger train mile were $1·776, as compared with $1·529 in 1917.

The average earnings per passenger train car mile were 23·7 cents. This includes all classes of cars forming a passenger train.

FREIGHT TRAFFIC.

Freight traffic aggregated 127,543,687 tons, representing an increase over 1917 of 5,627,415 tons.

Tons hauled 1 mile:—

1907	11,687,711,830	1915	17,661,309,723
1909	13,160,567,550	1917	31,186,707,851
1911	16,048,478,295	1918	31,029,072,279
1913	23,032,951,596		

Tons hauled 1 mile per mile of line:—

1907	518,486	1915	496,355
1909	545,991	1917	807,948
1911	631,829	1918	798,093
1913	785,820		

Average receipts per ton per mile:—

1907	0 815	1913	0 758
1909	0·727	1915	0·751
1911	0 777	1917	0·690
		1918	0·736

Average trainload—tons:—

1907	260	1913	342
1909	278	1915	344
1911	305	1917	436
		1918	457

Average number of loaded cars per freight train:—

1907	16·92	1913	18·00
1909	16·37	1S15	18·06
1911	18·03	1917	19·59
		1918	19 77

Average number of tons per loaded car:—

1907	15·37	1913	19·01
1909	16·98	1915	18·43
1011	16 91	1917	22·24
		1918	23 09

Average length of haul—miles:—

1913	216	1916	257
1914	217	1917	256
1915	202	1918	243

Average revenue per ton:—

1913	$ 1·636	1916	$ 1·679
1914	1 614	1917	1·765
1915	1·520	1918	1·789

Following is the record of freight tonnage per mile of line since 1875:—

1875	1,180	1904	2,475
1881	1,646	1910	3,012
1887	1,342	1916	2,929
1893	1,466	1917	3,159
1898	1,706	1918	3,281

Under the head of Earnings will be found further information with respect to freight business of 1918.

Details with regard to commodities are here given for 1913, 1915, 1917 and 1918 :

—	1913.	1915.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.
Products agriculture—				
Grain	10,386,282	9,159,793	16,491,090	13,985,361
Flour	2,374,198	2,514,609	3,374,965	3,919,476
Other mill products	1,319,167	1,486,665	1,684,176	1,722,985
Hay	1,172,022	1,211,835	1,042,395	1,522,626
Tobacco	65,489	38,580	44,482	51,252
Cotton	93,807	108,877	154,256	349,385
Fruit and vegetables	1,295,568	1,474,314	1,649,779	1,604,126
Other products of agriculture	499,269	391,236	686,311	722,459
Products of animals—				
Live stock	1,226,242	1,387,103	1,554,560	1,515,471
Dressed meats	616,274	608,062	645,094	764,121
Other packing-house products	371,663	395,364	596,349	644,023
Poultry, game, and fish	263,760	282,856	373,514	424,728
Wool	40,684	41,156	62,456	90,455
Hides and leather	205,583	211,411	249,794	250,713
Other products of animals	449,357	430,705	499,120	559,821
Products of mines—				
Anthracite coal	8,485,652	6,477,642	7,623,874	9,033,037
Bituminous coal	17,930,653	16,114,480	21,782,411	25,076,008
Coke	2,010,198	1,171,427	1,641,488	1,735,596
Ores	4,348,666	3,524,211	5,570,215	5,491,452
Stone, sand, etc	6,359,395	4,841,415	3,910,562	3,850,855
Other products of mines	1,104,978	998,360	2,006,054	2,002,543
Products of forests—				
Lumber	9,590,068	7,985,885	10,100,749	10,478,969
Other products of forests	7,019,032	5,990,670	8,989,933	10,372,485
Manufactures—				
Petroleum and other oils	807,062	868,214	1,414,800	1,636,591
Sugar	820,252	707,714	797,763	912,113
Naval Stores	19,898	28,961	108,958	133,168
Iron, pig and bloom	1,394,725	488,216	1,723,249	1,745,383
Iron and steel rails	1,304,551	450,761	1,100,215	1,104,996
Castings and machinery	1,499,084	891,063	1,920,301	1,997,181
Bar and sheet metal	1,305,682	635,150	1,562,313	1,781,228
Cement, brick and lime	3,958,419	2,419,240	2,698,166	2,192,898
Agricultural implements	593,470	285,491	469,142	529,677
Wagons, carriages, tools, etc	286,069	339,749	672,939	566,720
Wines, liquors, and beers	372,495	247,944	218,977	223,350
Household goods and furniture	493,629	295,496	438,483	499,751
Other manufactures	6,838,904	4,928,391	8,795,971	9,036,745
Merchandise	4,365,852	5,272,163	6,070,858	5,047,616
Miscellaneous	4,161,154	2,393,123	3,151,203	3,952,872

Separating the foregoing items into classes, and comparing the figures with those of preceding years, the result is as follows:—

—	1909.	1911	1913.	1915.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture	11,963,273	13,809,536	17,196,802	16,385,909	25,127,453	23,877,670
Products of animals	2,807,487	3,190,702	3,173,562	3,376,657	3,980,887	4,242,332
Products of mines	23,931,061	28,652,236	40,230,542	33,127,535	42,531,637	47,189,491
Products of forest	11,595,007	13,238,347	16,609,100	13,976,555	19,090,682	20,851,454
Manufactures	7,902,592	13,573,987	16,211,081	12,586,393	21,921,309	22,362,807
Merchandise	2,393,285	2,438,089	4,365,852	5,272,163	6,070,858	5,047,616
Miscellaneous	6,234,372	4,981,385	4,161,154	2,393,123	5,151,203	3,952,372
Totals	66,827,067	79,884,282	*106,992,710	b 87,201,838	c121,916,272	d 127,543,687

* Undistributed 1,561,457 tons. b Undistributed 106,503 tons. c Undistributed 39,244 tons.
d Undistributed 12,945 tons.

Following is the ratio which each class bore to the total:—

—	1907.	1909.	1911.	1913	1915.	1917.	1918.
Products of agriculture	16·85	17·01	17·17	16·31	18·79	20·61	18·72
Products of animals	4·37	4·21	4·00	3·01	3·75	3·26	3·34
Products of mines	32·68	35·81	35·87	38·16	37·89	34·90	36·99
Products of forest	18·11	17·35	16·57	15·75	16·03	15·66	16·35
Manufactures	14·11	11·82	17·00	18·68	14·76	17·99	17·54
Merchandise	4·08	3·58	3·06	4·14	6·04	4·98	3·96
Miscellaneous	9·79	9·32	6·33	3·95	2·74	2·00	3·10

The origin of freight in 1913, 1915, 1917 and 1918 is shown in the following table—

—	1913.	1915.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.
Originating in Canada	56,829,297	49,257,996	67,134,164	68,385,790
Received from connecting roads	21,284,742	15,706,668	23,451,578	25,118,277
Received from U.S. roads	27,317,214	22,134,118	31,330,530	34,039,620
Undistributed	1,561,457	106,056	.....	.....
Total	106,992,710	87,204,838	121,916,272	127,543,687

It will be observed that the net tonnage for 1918 was 102,425,410. A connecting road is defined as being a road operating within the boundaries of Canada. Traffic received from a United States road applies to all tonnage brought into Canada by roads operating on both sides of the boundary, as well as freight delivered at the boundary to a Canadian line.

Earnings and Operating Expenses.

Gross earnings:—

1918	$332,777,937
1917	313,492,949
Increase	$ 19,284,988

Operating expenses:—

1918	$274,798,044
1917	223,574,598
Increase	$ 51,223,446

The foregoing totals include the results of five units which cannot be properly classified as railways. The Pullman Company is an example. Therefore, for the purposes of all calculations the total of gross earnings used is $330,220,150 and of operating expenses $273,955,436.

Year.	Gross earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	$	$	
1875	19,470,539	15,975,532	81·1
1881	27,987,508	20,121,418	71·9
1887	38,841,609	27,624,683	71·1
1893	52,042,396	36,616,033	70·3
1899	62,243,784	40,706,217	65·3
1905	106,467,198	79,977,573	75·2
1911	188,733,494	131,033,785	69·4
1916	263,527,157	180,542,259	68·9
1917	310,771,479	222,890,637	71·7
1918	330,220,150	273,955,436	82·9

EARNINGS.

Gross earnings for 1917 and 1918 came from the following sources:—

—	1917.		1918.	
	$ cts.	$ cts.	$ cts.	$ cts.
Rail line—				
Freight	215,245,256 49		228,244,416 07	
Passenger	61,290,290 07		67,089,362 62	
Excess baggage	569,566 07		595,790 35	
Sleeping cars	2,832,750 58		3,179,760 94	
Parlour and chair cars	268,875 33		262,576 39	
Mail	3,169,910 97		3,288,733 75	
Express	8,999,073 85		9,824,583 29	
Other passenger trains	72,110 40		64,024 66	
Milk	538,486 82		550,416 08	
Switching	2,380,706 18		2,917,752 37	
Special service train	113,832 01		89,677 79	
Other freight train	27,652 04		36,920 15	
Water transfer	41,518 50		1,529 61	
Totals		295,550,029 94		316,145,544 07
Water line—				
Freight	2,265,118 77		2,266,102 13	
Passenger	1,841,356 53		432,537 50	
Excess baggage	3,023 04		2,995 71	
Other passenger service	1,743 10			
Mail	17,307 11		20,564 70	
Express	55,957 82		25,476 65	
Special service				
Other	158,804 93		Dr. 139,749 47	
Totals		4,397,311 30		2,608,027 22
Incidental—				
Dining and buffet	3,026,048 70		3,336,808 34	
Hotel and restaurant	542,581 61		627,518 13	
Station, train, etc., privileges	99,875 58		98,847 47	
Parcel room	82,446 02		88,479 48	
Storage—freight	247,132 61		342,772 95	
Storage—baggage	77,134 48		85,052 19	
Demurrage	1,526,211 72		1,936,611 52	
Telegraph and telephone	328,295 29		281,167 59	
Grain elevators	1,189,466 97		888,454 99	
Stockyards	10,262 42		24,859 27	
Rents of buildings, etc	1,457,494 70		1,488,020 86	
Miscellaneous	1,820,245 80		1,918,485 88	
Totals		10,407,098 90		11,117,078 67
Joint facilities, Cr. bal		417,038 96		349,499 99
Gross earnings		310,771,479 10		330,220,149 95

Table 9 will afford details with regard to net earnings.

Gross earnings per mile of line:—

1875	$1,053	1911	$7,130
1880	3,275	1912	8,209
1885	2,993	1913	8,760
1890	3,562	1914	7,894
1895	2,928	1915	5,616
1900	1,086	1916	6,943
1905	5,197	1917	8,051
1910	7,031	1918	8,193

Gross earnings per revenue train mile—all trains:—

1907	$1·875	1913	$2·263
1909	1 816	1915	2·143
1911	2·103	1917	2·688
		1918	3·005

Freight earnings per ton:—

1907	$1·472	1913	$1 636
1909	1·432	1915	1·520
1911	1·561	1917	1·766
		1918	1·789

Earnings per passenger:—

1907	$1 219	1913	$18394
1909	1·195	1915	1·083
1911	1·363	1917	1 140
		1918	1·322

Freight earnings per freight train mile:—

1907	$2 069	1913	$1·595
1909	2 041	1915	2·279
1911	2·376	1017	3·006
		1918	3·359

Passenger earnings per passenger train mile:—

1907	$1·263	1913	$1 413
1909	1 150	1915	1·016
1911	1 348	1917	1·160
		1918	1·352

Gross earnings for years preceding 1916 came from the following sources:—

Gross Earnings.	1910.	1912.	1914.
	$ cts.	$ cts.	$ cts.
Passengers	46,018,879 56	56,543,636 60	62,012,296 46
Mails	1,799,887 80	1,914,720 30	2,500,175 88
Express	4,143,837 52	5,294,388 08	6,444,214 02
Baggage, parlour cars, etc	993,613 63	1,295,414 59	1,607,516 84
Freight	117,497,604 03	149,961,140 13	165,753,730 45
Station and train privileges	679,061 12	1,086,687 37	1,044,737 28
Telegraphs, rents, etc	2,823,333 47	3,307,738 63	3,720,868 11
	173,956,217 13	219,403,752 79	243,083,539 04

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passenger.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	$		$		$		$		$
1875	6,410,934	32·92	12,073,570	62 00	693,250	3·56	292,784	1·50	19,470,539
1881	8,223,254	29·34	18,666,982	66·69	946,159	3 37	145,332	0·51	27,987,508
1887	11,867,597	30·55	24,581,047	63·28	1,575,157	4·05	771,992	1·98	38,841,609
1893	15,087,299	29 12	32,935,028	63 28	2,151,769	4·13	1,868,298	3·59	52,042,396
1898	15,662,311	26·16	38,508,175	64 48	2,732,004	4·59	2,852,613	4·77	59,715,105
1903	24,862,109	25·88	63,089,448	65·67	3,596,145	3 53	4,716,823	4·91	96,064,526
1906	33,392,188	26·64	81,433,115	64·97	4,510,649	3·59	5,986,912	4 77	125,322,865

Details with respect to earnings are given in tables 6, 7, and 9 in the body of this report.

OPERATING EXPENSES.

The total of operating expenses in 1918 was $273,955,435.79—an increase for the year of $51,064,798.71.

Operating expenses were equal to 82·96 per cent of gross earnings.

Per mile of line:—

	$		$
1875	3,138	1905	3,904
1880	2,341	1910	4,869
1885	2,229	1915	4,152
1890	2,503	1916	4,823
1895	2,050	1917	5,774
1900	2,360	1918	7,646

Per train mile—all trains:—

—	Earnings per train mile.	Expenses per train mile.
	$	$
1899	1·192	0·779
1900	1·282	0·864
1901	1·366	0·914
1902	1·503	1·028
1903	1·591	1·117
1904	1·634	1·216
1905	1·611	1·213
1906	1·723	1·198
1907	1·953	1·381
1908	1·869	1·364
1909	1·816	1·309
1910	2·036	1·409
1911	2·103	1·460
1912	2·174	1·493
1913	2·263	1·601
1914	2·253	1·659
1915	2·141	1·585
1916	2·358	1·623
1917	2·682	1·925
1918	3·066	2·494

Operating expenses in 1918 were distributed as follows:—

	$	Per cent.
Way and structures	51,614,857 71	18 84
Equipment	57,304,234 84	20·92
Traffic	6,312,393 99	2 32
Transportation—rail line	145,107,396 15	52 96
" —water line	1,552,958 83	0 56
Miscellaneous operations	4,443,665 75	1 62
General expenses	7,597,985 10	2 77
Transportation for investment—Cr	8,056 58	0 01
Total	273,955,435 79	

The distribution of operating expenses in 1916 and 1917 was under the following heads:—

—	1916.		1917.	
	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	36,040,945 06	19·96	41,154,193 11	18·46
Equipment	35,822,484 20	19·84	46,371,178 39	20·80
Traffic	5,560,515 12	3·08	6,236,810 91	2·79
Transportation—rail line	92,882,661 24	51·45	114,327,343 71	51·29
" —water line	184,824 13	0·10	3,271,892 62	1·47
Miscellaneous operations	3,279,588 42	1·81	3,962,543 94	1·78
General expenses	6,781,574 19	3·75	7,584,881 55	3·40
Transportation for investment—Cr	10,333 38	0·01	18,207 15	0·01
Total	180,512,258 98		222,890,637 08	

It is impracticable to make accurate comparisons between the foregoing distribution of operating expenses and the figures of preceding years. The facts, however, are valuable, and are as follows:—

Operating Expenses	1910.		1912.		1914.	
	$ cts.	Per cent.	$ cts	Per cent.	$ cts.	Per cent.
Way and structure	27,035,603 46	22·45	31,514,098 12	20·90	35,292,226 82	19·71
Equipment	26,002,301 30	21·59	29,811,510 09	19·78	36,375,330 87	20·32
Traffic expenses	4,366,176 92	3·63	5,293,699 75	3·51	6,546,602 45	3·65
Transportation	58,928,170 74	48·94	78,969,513 65	52·39	94,119,066 73	52·58
General expenses	4,073,188 00	3·395	5,137,688 26	3·42	6,642,032 03	3·71
Total					178,975,258 90	

Details with respect to operating expenses by reporting railways will be found in table 8.

Since special significance attaches to the maintenance of way and structures and to the unkeep of equipment, the following facts are given:—

Year.	Maintenance of Way. Amount.	Mileage	Amount per Mile of Line.	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line.
	$ cts.		$ cts		$ cts.		$ cts.
1907	20,887,094 66	22,452	930 30	1907	21,666,373 08	22,452	965 01
1909	21,153,274 46	24,104	877 58	1909	21,510,303 59	24,104	892 40
1911	29,215,093 22	25,400	1,151 38	1911	26,127,638 12	25,400	1,028 65
1913	35,933,322 78	29,336	1,224 92	1913	38,289,718 47	29,336	1,271 13
1915	28,762,906 91	35,582	808 35	1915	28,156,261 08	35,582	791 32
1916	36,040,045 06	37,434	962 79	1916	35,822,484 20	37,434	956 95
1917	41,354,193 11	38,604	1,066 17	1917	46,371,178 39	38,604	1,201 32
1918	51,614,857 74	38,879	1,327 57	1918	57,304,231 84	38,879	1,473 91

Equipment.

Following are the facts with respect to equipment:—

	Number.	Increase.
Locomotives	5,756	130
Cars in passenger service	6,376	1
Cars in freight service	209,213	5,731
Cars in Companies' service	18,890	249

Classification of locomotives:—

Locomotives.	1907.	1909.	1911.	1913.	1915.	1916.	1917.	1918.
Passenger	964	1,056	1,215	1,471	1,849	1,741	1,389	1,372
Freight	2,266	2,539	2,659	3,011	2,912	3,077	3,426	3,603
Switching	334	384	435	634	734	669	747	781

Capacity of freight cars.

	1915.		1917.		1918.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box	145,307	4,825,543	145,290	4,899,651	150,074	5,126,659
Flat	25,315	798,671	25,322	816,245	23,414	759,768
Stock	7,638	226,190	7,883	232,185	8,556	253,350
Coal	15,703	611,020	15,649	538,609	16,949	692,785
Tank	463	14,604	731	35,134	485	16,306
Refrigerator	4,713	139,350	5,234	155,510	5,893	176,890
Other	2,551	99,677	3,390	137,122	3,664	141,012
Totals	201,690	6,731,265	203,499	6,798,456	209,026	7,166,770

The capacity of 217 cars was not reported.

Locomotives and cars per 1,000 miles of line:—

Rolling stock.	Per 1,000 miles of line.						
	1907.	1909.	1911.	1913.	1915.	1917.	1918.
Locomotives	156	165	166	175	154	146	148
Freight cars	4,783	4,887	5,006	6,211	5,669	5,272	5,382
Passenger	162	174	177	194	178	165	164

The reduction in passenger locomotives in 1917 was due to a revision of classification by the Canadian Northern Railway System.

Locomotives and cars:—

Locomotives and cars.	1907.	1909.	1911.	1913.	1914.	1915.	1917.	1918.
Locomotives	3,504	3,969	4,219	5,110	5,447	5,486	5,626	5,756
Freight cars	107,407	117,779	127,158	182,221	204,190	201,690	203,499	209,243
Passenger cars	3,642	4,192	4,513	5,696	6,002	6,326	6,377	6,376

Passenger cars:—

Cars in Passenger service.	1907.	1909.	1911.	1913.	1915.	1917.	1918.
First class	1,300	1,560	1,601	2,058	2,213	2,168	2,172
Second class	472	471	517	627	632	687	595
Combination	405	429	434	492	486	418	406
Emigrant	272	317	357	437	509	534	568
Dining	105	127	137	176	215	216	196
Parlour	63	60	80	117	138	155	166
Sleeping	212	261	306	440	538	562	555
Baggage, express and postal	782	926	1,045	1,275	1,457	1,462	1,514
Other	31	41	36	74	138	175	204
Totals	3,642	4,192	4,513	5,696	6,326	6,377	6,376

Freight cars:—

Cars in freight service.	1907.	1909.	1911.	1913.	1915.	1917.	1918.
Box	68,149	74,477	79,412	128,511	145,307	145,280	150,156
Flat	20,477	21,188	21,069	25,177	25,290	25,322	23,540
Stock	4,817	5,518	5,809	6,745	7,553	7,883	8,556
Coal	10,358	11,721	13,768	14,746	15,703	15,649	16,949
Tank	132	197	277	479	560	731	485
Refrigerator	1,917	2,466	2,807	3,911	4,713	5,234	5,893
Other	1,557	2,212	4,016	2,712	2,556	3,390	3,664
Totals	107,407	117,179	127,158	182,221	201,690	203,499	209,213

Capacity of freight cars:—

	1907.		1909.		1911.		1913.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons
Box	66,934	1,848,980	74,479	2,130,145	79,412	2,343,920	128,511	4,096,480
Flat	20,118	535,167	21,220	581,455	21,069	600,970	25,117	763,665
Stock	4,731	122,550	5,561	150,800	5,809	161,765	6,475	193,975
Coal	10,060	291,638	11,721	379,981	13,768	508,215	14,740	567,210
Tank	132	2,632	197	4,012	277	7,490	479	15,785
Refrigerator	1,745	48,747	2,465	71,085	2,807	81,815	3,911	115,455
Other	1,820	59,200	2,273	64,835	4,016	102,105	2,712	104,315
Totals	105,540	2,908,903	117,916	3,385,313	127,158	3,806,280	182,221	5,856,885

Train, Car, and Locomotive Mileage.

Revenue train mileage:—

—	1909.	1911.	1913.	1915.	1917.	1918.
Passenger trains	32,295,730	36,985,911	45,652,365	41,648,243	44,083,575	41,850,189
Freight trains	40,304,906	46,220,813	60,275,896	43,661,573	62,863,724	60,143,014
Mixed trains	7,061,580	6,277,468	7,044,194	7,736,391	8,746,811	7,787,636
Special trains		232,341	464,753	172,272	102,990	76,721
Total	79,662,216	75,716,533	113,437,208	93,218,479	115,797,100	109,857,560

Non-revenue trains had a mileage of 4,158,919 in 1918.

Ratio of train mileage:—

The ratio which each class of train mileage in the above table bore to the total train mileage in alternate year since 1907 was as follows:—

—	1908.	1910.	1912.	1914.	1916.	1917.	1918.
Passenger trains	40·23	40·00	40·06	41·91	38·24	38·07	38·09
Freight trains	51·47	51·21	53·15	51·21	54·08	54·29	54·74
Mixed trains	7·90	7·54	6·41	6·60	7·66	7·55	7·09
Special trains		0·25	0·38	0·28	0·10	0·09	0·08

Following is the record of train mileage since 1875:—

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,644		17,680,178	19,633,026
1880	7,312,168	10,775,380	4,157,292		22,427,449	26,575,969
1885	9,511,455	16,382,953	4,729,681		30,623,689	38,749,239
1890	14,362,879	22,428,219	5,058,210		41,849,329	49,512,530
1895	15,362,276	19,939,699	5,389,915		40,661,890	51,339,885
1900	20,922,098	24,662,906	9,592,867		50,177,871	67,712,252
1905	25,428,018	34,372,998	6,133,098		65,931,114	84,335,732
1910	35,022,511	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1915	41,648,243	43,661,573	7,736,391	172,272	93,218,479	116,354,044
1916	42,449,022	60,036,984	8,499,073	90,811	111,075,890	144,966,448
1917	44,083,575	62,863,724	8,746,811	102,990	115,797,100	150,264,298
1918	41,850,189	60,143,014	7,787,636	76,721	109,857,560	146,753,205

For the purposes of all calculations the mileage of freight trains includes the mileage of mixed trains. The same is true of all passenger train mileage.

The record of car mileage since the facts were first available is as follows—

Freight Car Mileage.	1912.	1914.	1916.	1917.	1918.
Loaded freight cars	1,102,719,543	1,147,533,071	1,348,212,128	1,402,552,028	1,343,301,681
Empty freight cars	319,974,528	413,463,359	576,255,686	561,127,805	494,404,216
Caboose cars	55,692,091	57,553,172	63,344,375	66,728,241	64,419,008
Total	1,469,386,162	1,618,549,602	1,087,812,189	2,030,408,074	1,902,124,905

Passenger Car Mileage.	1913.	1915.	1917.	1918.
Passenger cars	153,301,893	126,421,006	135,419,724	127,866,571
Sleeping, parlor, etc	52,738,619	53,632,104	59,489,362	53,808,982
Other cars	92,977,602	86,630,228	108,416,453	108,472,381
Total	299,018,114	266,683,338	303,325,539	290,147,934

Locomotive mileage:—

Class of locomotive.	1910.	1912.	1914.	1916.	1917.	1918.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Freight	47,239,088	57,143,590	58,675,214	66,491,134	68,983,629	63,921,041
Passenger	34,758,088	40,944,658	45,069,967	42,215,551	44,005,835	40,870,513
Mixed	8,211,350	7,742,514	10,276,245	7,610,281	8,612,666	7,897,536
Switching	15,581,077	21,159,394	22,937,611	23,586,669	28,509,069	28,625,512
Special	229,872	411,924	169,719	5,062,813	153,099	5,438,603
Total	106,019,475	126,401,480	137,128,756	144,966,448	150,264,298	146,753,205

Fuel Consumed by Locomotives.

Fuel consumed, ——— tons:—

Class of Locomotives.	1908.	1910.	1914.	1916.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	3,318,283	3,597,541	4,820,646	5,273,546	5,675,606	5,852,935
Passenger	1,446,919	1,636,454	2,161,144	1,938,619	2,127,621	2,092,912
Mixed	350,921	388,693	559,115	421,425	524,917	445,058
Switching	598,092	620,303	999,457	1,053,739	1,403,820	1,454,384
Construction and special	256,576	9,063	7,313	307,794	338,835	328,055
Total	5,970,791	6,252,054	8,547,675	8,995,123	10,130,799	10,173,344

Cost per ton:—

1913	$ 3 07	1916	$ 3 11
1914	3 12	1917	3 63
1915	3 02	1918	5 17

Volume and cost of fuel:—

Year.	Tons.	Cost.
		$
1907	5,608,954	15,137,504
1909	6,832,108	17,541,119
1911	6,800,648	20,182,193
1913	9,263,984	28,426,355
1915	6,903,418	20,889,055
1917	10,130,799	36,784,642
1918	10,173,344	52,630,430

Fuel analysis for 1917:—

Class of Locomotive.	Coal.		Wood.		Other Fuel.		Total.	Miles Run.
	Anthracite.	Bituminous.	Hard.	Soft.	Oil.	Charcoal.		
	Tons.	Tons.	Cords.	Cords.	Gallons.	Bushels.	Tons.	
Freight	1,143	5,664,451	.....	22,093	29,869,871	59,057	5,852,935	63,921,041
Passenger	665	2,002,343	.....	12,915	14,118,330	39,738	2,092,912	40,870,513
Mixed	1,475	435,316	159	2,394	1,181,725	3,985	445,058	7,897,536
Switching	.....	1,427,370	.....	8,047	3,872,502	21,124	1,454,384	28,625,512
Special	.....	307,143	.....	972	3,465,100	4,211	328,055	5,438,603
Total	3,283	9,836,623	159	46,421	52,507,528	128,115	10,173,344	146,753,205

Fuel consumed per 100 locomotive miles:—

Class of Locomotive.	Fuel Consumed per 100 Locomotive Miles.					
	1909.	1911.	1913.	1915.	1917.	1918.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	8·85	7·78	8·31	7·63	8·23	9·15
Passenger	5·68	4·91	4·89	4·85	4·83	5·12
Mixed	5·67	5·10	5·59	5·01	6·09	5·64
Switching	5·01	4·14	4·47	4·29	5·13	5·09
Special	4·14	4·48	5·46	2·49	2·18	6·03

Cost per 100 locomotive miles:—

Class of Locomotive.	Cost of Fuel per 100 Locomotive Miles.					
	1909.	1911.	1913.	1915.	1917.	1918.
	$	$	$	$	$	$
Freight	22·65	22·17	25·51	23·04	29·87	47·30
Passenger	14·54	14·28	15·01	14·64	17·53	26·47
Mixed	14·51	14·84	17·16	15·13	22·10	29·15
Switching	12·82	12·04	13·72	12·95	18·62	31·17
Special	10·59	13·02	16·76	7·51	7·91	.....

Accidents.

Killed and injured:—

—	Movement of trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers	32	322		22
Employees	151	1,868	24	3,484
Trespassers	129	140		
Non-trespassers	64	173		
Postal clerks and others	4	46	3	34
Total	383	2,549	27	3,540

	Killed. Movement of Trains.					Injured. Movement of Trains.				
	1911.	1913.	1914.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Passengers	28	38	17	24	32	288	650	304	410	322
Employees	202	298	102	177	154	1,314	1,834	946	1,909	1,868
Trespassers	185	309	168	150	129	154	284	147	124	140
Non-trespassers	48	63	73	64	64	135	171	167	193	173
Postal clerks, etc.	2	2		4	4	15	27	14	46	46
Total	465	710	360	419	383	1,906	2,966	1,578	2,682	2,549

Accidents to passengers:—

Causes—Accidents to Passengers.	Killed.					Injured.				
	1911.	1913.	1915.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Collisions	4	3	1	6	13	43	108	90	88	104
Derailments	1	15				88	347	53	129	69
Parting of trains								2	7	13
Falling from trains, etc	10	8	7	5	4	34	49	30	33	34
Jumping on or off	11	7	4	7	8	67	72	62	56	38
Struck at highways		1			1	4	3	1	1	1
" stations	1	1	2	1	1	2	6	3	11	4
" other points	1	2	1	2	1		3	4	1	1
Other causes		1	2	3	4	50	62	59	81	58
Total	28	38	38	21	32	288	650	304	410	322

Accidents to employees:—

Causes—Accidents to Employees.	Killed.					Injured.				
	1911.	1913.	1915.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Coupling or uncoupling	13	27	9	16	9	191	182	78	187	182
Collisions	34	40	11	15	20	119	210	74	137	80
Derailments	10	22	9	13	12	67	88	53	72	92
Parting of trains	.....	1	1	.....	2	13	16	10	43	19
Locomotive or cars breaking down	.....	.....	1	1	.....	12	13	17	30	27
Falling from trains or cars	26	45	17	30	12	253	366	182	311	293
Jumping on or off	15	22	3	12	14	141	180	120	233	239
Struck by trains, etc	72	97	44	75	62	121	136	70	115	154
Overhead obstructions	3	1	1	4	3	17	31	28	32	35
Other causes	29	43	6	11	20	380	612	314	749	747
Total	202	298	102	177	154	1,314	1,834	946	1,909	1,868

Classes of employees:—

Employees.	Killed.					Injured.				
	1911.	1913.	1915.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Trainmen	101	107	50	102	67	972	1,277	628	1,439	1,372
Trackmen	44	59	24	39	47	158	245	95	135	175
Switch tenders, etc	6	8	9	4	6	11	41	26	34	20
Stationmen	5	9	.....	6	1	6	39	13	28	14
Shopmen	18	15	6	10	13	64	59	59	93	98
Telegraph employees	3	.....	.....	.....	2	4	11	3	7	11
Other employees	25	40	13	16	18	99	162	122	173	178
Total	202	298	102	177	154	1,314	1,834	946	1,909	1,868

From other causes than the movement of trains:—

	Killed.			Injured.		
	1915.	1917.	1918.	1915.	1917.	1918.
Passengers	.....	.....	.....	26	22	22
Trackmen, etc	4	8	6	429	653	798
Stationmen	.....	.....	3	32	371	434
Shopmen	1	7	4	574	952	1,188
Other employees	8	17	11	488	711	1,064
Other persons	6	1	3	34	38	34
Total	19	33	27	1,583	2,747	3,540

The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	Passengers.		Employees.		Others.		Total.		Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1887	20	70	107	619	104	86	213	775	534,931	152,837
1890	11	52	83	682	124	101	218	835	1,165,569	246,562
1895	9	47	51	489	127	122	187	658	1,554,175	297,608
1900	7	131	123	941	195	245	325	1,303	3,071,458	164,123
1905	35	244	206	920	227	193	468	1,537	722,535	103,624
1910	60	270	214	926	250	245	524	1,441	598,243	132,943
1911	28	288	202	1,314	235	304	465	1,906	1,324,919	124,489
1912	47	485	215	1,606	283	346	545	2,437	872,855	84,792
1913	38	650	298	1,834	374	482	710	2,966	1,216,599	71,124
1914	25	402	200	1,475	340	410	565	2,287	1,868,091	116,175
1915	17	304	108	1,578	241	328	366	1,578	2,724,825	140,369
1916	20	291	149	1,468	268	299	437	2,058	2,451,383	168,480
1917	24	410	177	1,909	218	363	419	2,682	2,281,237	131,097
1918	32	322	154	1,868	197	359	383	2,549	1,585,540	157,569

Accidents at Highway Crossings.

Class of Highway Crossing.	Killed.					Injured.				
	1911.	1913.	1915.	1917.	1918.	1911.	1913.	1915.	1917.	1918.
Urban	22	32	30	29	40	70	69	68	88	76
Rural	11	31	36	29	33	38	35	44	56	56
Total	30	63	66	58	73	108	104	112	141	132

Highway Crossings.

Protected and unprotected crossings:—

Year.	Protected Crossings.		Unprotected Crossings.	
	Urban.	Rural.	Urban.	Rural.
1909	787	492	1,767	15,426
1910	630	557	1,902	16,923
1911	692	661	2,026	16,655
1912	788	680	3,039	17,268
1913	844	827	2,658	18,681
1914	894	823	3,193	20,642
1915	948	1,032	2,759	20,105
1916	1,003	1,090	2,867	21,265
1917	987	1,085	3,886	23,379
1918	1,028	1,049	3,832	20,985

Form of protection:—

	Rural.	Urban.
By gates	43	224
By bridges	295	195
By subways	399	301
By electric bells, etc	272	190
By watchmen	40	118
	1,049	1,028

Protected crossings in preceding years:—

Crossings—How Protected.	1911.		1913.		1916.		1917.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates	28	153	71	178	88	189	59	202
By bridges	232	128	274	158	312	208	301	190
By subways	269	182	276	227	407	290	429	293
By bells	104	115	179	155	259	187	271	187
By watchmen	19	123	27	126	24	129	25	115
Total	652	701	827	844	1,090	1,003	1,085	987

Railway Employees.

Numbers:—

1911	141,224	1915	124,142
1912	155,901	1916	144,770
1913	178,652	1917	146,175
1914	159,142	1918	143,493

Compensation:—

1911	$ 74,613,738	1915	$ 90,215,727
1912	94,237,623	1916	104,300,647
1913	115,749,825	1917	129,626,187
1914	111,762,972	1918	152,274,953

Ratio to earnings and operating expenses:—

Year.	Salaries and Wages.	Ratio to Gross Earnings.	Ratio to Operating Expenses.
	$		
1907	58,719,493	40·01	56·70
1908	60,376,607	41·09	56·26
1909	63,216,662	43·58	60·43
1910	67,167,793	38·61	55·78
1911	74,613,738	39·53	56·94
1912	94,237,623	39·79	57·92
1913	115,749,825	45·09	63·59
1914	111,762,972	45·97	62·43
1915	90,215,727	45·15	61·09
1916	104,300,647	39·82	57·95
1917	129,626,187	41·85	58·34
1918	152,274,953	46 14	55·59

Employees and their compensation:—

No.	Class of Employees.	Average Number.	Hours on Duty.	Compensation.
				$
1	General officers	791	2,342,729	3,075,849 53
2	Division officers	1,177	3,355,430	2,344,062 01
3	Clerks	13,466	35,681,355	10,970,926 10
4	Messengers and attendants	403	1,163,778	207,475 43
5	Assistant engineers and draughtsmen	443	1,166,224	477,501 37
6	M.W. & S. foremen (excluding Nos. 7 and 25)	753	2,325,279	916,234 33
7	Section foremen	5,891	19,516,995	6,144,558 00
8	General foremen, M. E. department	158	487,065	263,370 63
9	Gang and other foremen, M. E. department	1,374	4,117,965	1,882,494 97
10	Machinists	3,712	9,979,424	4,669,939 66
11	Boiler makers	825	2,423,939	1,101,025 10
12	Blacksmiths	592	1,563,196	662,506 99
13	Masons and bricklayers	96	200,790	86,559 53
14	Structural iron workers	94	225,987	75,487 41
15	Carpenters	5,036	12,998,611	4,784,282 54
16	Painters and upholsterers	1,320	3,159,496	1,145,024 57
17	Electricians	474	1,319,569	492,263 51
18	Air-brake men	282	806,374	276,046 35
19	Car inspectors	985	3,532,472	1,136,296 92
20	Car repairers	3,690	10,578,148	3,397,813 85
21	Other skilled labour	6,409	17,207,273	6,032,078 50
22	Mechanics' helpers and apprentices	6,767	17,422,205	5,192,565 04
23	Section men	19,037	57,330,677	13,614,239 53
24	Other unskilled labour	14,417	37,639,098	9,488,931 73
25	Foremen of const. gangs and work trains	205	1,068,458	351,809 35
26	Other men in const. gangs and work trains	3,886	10,115,023	2,716,019 42
27	Travelling agents and solicitors	373	1,199,199	565,333 52
28	Employees in outside agencies	80	180,890	145,119 44
29	Other traffic employees	29	61,942	27,604 23
30	Train dispatchers and directors	526	1,489,666	1,049,065 75
31	Telegraphers, telephoners and block operators	1,557	5,100,224	1,953,008 54
32	Telegraphers and telephoners operating interlockers	68	249,743	84,510 55
33	Levermen (non-telegraphers)	444	1,666,994	345,833 34
34	Telegrapher-clerks	517	1,872,307	614,647 20
35	Agent-telegraphers	2,955	10,030,940	3,831,104 66
36	Station agents (non-telegraphers)	691	2,279,580	824,908 02
37	Station masters and assistants	80	257,856	79,133 93
38	Station service (except Nos. 3, 34, 35, 36 and 47)	9,998	30,399,804	7,836,579 56
39	Yardmasters	261	918,916	466,239 06
40	Yardmaster's assistants (not yard clerks)	163	563,825	234,620 47
41	Yard engineers and motormen	1,069	3,744,657	1,994,759 86
42	Yard firemen and helpers	1,097	3,765,253	1,260,227 61
43	Yard conductors	1,120	4,061,503	1,804,030 51
44	Yard brakemen	2,405	8,041,386	3,316,261 38
45	Yard switch tenders	341	1,450,060	249,970 86
46	Other yard employees	286	799,253	162,602 57
47	Hostlers	686	2,005,490	609,405 83
48	Enginehouse watchmen and labourers	4,447	14,901,869	3,685,220 08
49	Road freight engineers and motormen	3,251	10,465,432	6,908,155 62
50	Road freight firemen and helpers	3,623	10,374,969	4,535,296 82
51	Road freight conductors	2,713	9,074,558	5,087,263 10
52	Road freight brakemen and flagmen	5,618	21,413,559	7,239,848 45
53	Road passenger engineers and motormen	1,045	2,671,229	2,240,910 89
54	Road passenger firemen and helpers	1,032	2,544,107	1,423,816 14
55	Road passenger conductors	799	2,781,445	1,537,862 06
56	Road passenger baggagemen	655	2,328,355	836,787 97
57	Road passenger brakemen and flagmen	999	3,146,386	1,152,791 79
58	Other road trainmen	69	183,503	89,687 81
59	Crossing flagmen and gatemen	520	1,914,242	335,391 75
60	Drawbridge operators	123	465,181	108,106 85
61	Floating equipment employees	2,151	10,281,713	1,594,330 15
62	Express service employees	271	743,676	191,758 53
63	Policemen and watchmen	705	2,317,137	575,041 53
64	All other transportation employees	1,215	4,131,678	1,009,634 65
65	All other employees	7,133	21,404,060	4,719,419 41
	Total	143,493	459,310,447	152,274,952 78

Railway Ties.

The consumption of ties, apart from construction work on new mileage, has been as follows:—

Class.	Number of Ties.				Cost of Ties.			
	1914.	1916.	1917.	1918.	1914.	1916.	1917.	1918.
					$	$	$	$
Cedar	939,014	834,276	631,673	610,158	411,962	392,569	293,689	381,377
Oak	582,704	364,372	460,903	686,886	415,837	259,324	334,210	592,747
Hemlock	593,796	157,781	197,118	304,103	234,841	57,199	73,281	137,211
Spruce	175,081	98,857	196,087	88,482	48,794	22,922	54,633	28,645
Fir	103,101	58,342	62,483	63,678	34,007	22,689	23,220	25,903
Tamarack	2,507,368	245,790	813,697	180,269	1,385,395	97,886	379,608	102,526
Pine	437,822	368,347	1,309,852	1,849,615	301,633	182,610	634,373	995,596
Chestnut	896,311	46,170	134,087	36,477	588,278	26,269	76,788	24,724
Soft wood	764,210	22,425	11,457	.....	259,831	7,843	5,388	.....
Hardwood	29,850	14,888	10,776	.....	8,810	13,480	2,691	.....
Treated	3,183,397	3,084,234	3,106,636	2,732,598	1,515,709	1,631,069	1,624,436	1,471,266
Unclassified	214,929	1,090,892	1,918,092	1,233,655	79,211	480,602	865,854	941,317
Total	10,426,583	6,386,464	8,852,861	7,785,831	5,184,308	3,194,472	4,368,124	4,701,312

Average cost of ties:—

Class.	Average Cost per Tie.				
	1911.	1913.	1915.	1917.	1918.
	cts.	cts.	cts.	cts.	cts.
Cedar	42·9	45·0	49·9	46·4	62·5
Oak	67·2	61 9	82·6	72·4	86·3
Hemlock	29·6	39·4	39 0	37·1	45·1
Spruce	23·5	30·4	22·4	22·2	32·4
Fir	30 0	41·8	32·6	37·1	40·6
Tamarack	41·3	48·9	40·4	46·6	56·8
Pine	65·3	52·6	56 3	48·4	54 0
Chestnut	62·3	63·0	64·8	57·2	67·7
Soft wood	30 0	34·4	51·8	46·6	.....
Hardwood	28·2	23·3	56·9	25 0	.....
Treated	.....	85·6	52·2	52 2	53 8
Unclassified	42·5	33·6	37·4	45·1	76·3
Total	43·8	47 8	53·7	49 3	60 3

Taxation of Railways.

The tax bill of Canadian Railways, by provinces, is shown in the following summary:—

Province	Provincial Tax.	Municipal Tax.	Total Tax.
	$ cts.	$ cts.	$ cts.
Nova Scotia	25 00	1,680 13	1,705 13
New Brunswick	54,262 11	4,184 10	58,446 21
Quebec	117,756 25	507,060 11	624,816 36
Ontario	702,539 99	990,589 39	1,693,129 38
Manitoba	234,543 48	102,597 34	337,140 82
Alberta	112,611 82	97,455 51	210,067 33
Saskatchewan	135,999 20	27,187 17	163,186 37
British Columbia	457,819 91	291,602 88	749,422 79
Yukon Territory	6,826 17	....	6,826 17
Outside of Canada	159,476 45	6,871 37	166,347 82
Totals	1,981,860 38	2,029,228 00	4,011,088 38

Taxation in previous years:—

Province.	1911.	1913.	1915.	1917.
	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia	645 70	712 24	2,163 06	437 36
New Brunswick	842 16	1,950 11	2,390 60	58,740 06
Prince Edward Island	50 00	100 00	558,889 31	659,049 59
Quebec	372,914 32	520,093 24	1,404,933 87	2,148,141 12
Ontario	790,280 14	985,993 90	248,198 37	396,924 52
Manitoba	154,783 10	224,154 14	145,383 02	189,812 57
Alberta	90,785 16	116,223 44	96,477 85	251,575 68
Saskatchewan	79,019 28	73,284 28	285,003 03	326,122 51
British Columbia	196,971 26	247,936 55	6,816 81	6,805 27
Yukon	5,894 38	3,528 20	118,636 59	.....
Undistributed	99,466 40	.....	.....	.....
Outside of Canada	173,089 68	270,954 58	180,725 11	316,563 84
Totals	1,955,741 58	2,444,960 68	3,049,727 62	4,351,172 52

Despatching by Telephone.

The situation with respect to despatching is shown in the following comparative statement of facts as reported:—

	1915. Miles of line	1916. Miles of line.	1917. Miles of line.	1918. Miles of line.
By telegraph	19,931	22,473	21,581	21,811
By telephone	6,189	8,797	8,456	9,922
By telegraph and telephone	7,530	2,937	7,923	5,867

ELECTRIC RAILWAYS.

MILEAGE.

First track mileage:—

1901	*674·58	1910	1,047·07
1902	557·59	1911	1,223·73
1903	759·36	1912	1,308·17
1904	766·50	1913	1,356·63
1905	793·12	1914	1,560·82
1906	813·47	1915	1,590·29
1907	814·52	1916	1,724·71
1908	992·03	1917	1,743·54
1909	988·97	1918	1,616·36

*Including some second track.

Analysis of mileage:—

Length of Tracks.	1912.	1914.	1916.	1917.	1918.
	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track	1,308·17	1,560·82	1,724·71	1,743·54	1,616·36
Length of second main track	294·50	338·91	276·52	345·72	453·11
Total length of main track	1,602·67	1,899·73	2,059·45	2,089·26	2,069·47
Length of sidings and turnouts	120·84	152·71	189·12	188·70	
Total, computed as single track	1,723·51	2,052·44	2,248·57	2,277·96	2,276·04

Table 1, following steam railways, will afford information in detail with respect to mileage.

There was not an actual reduction of first track mileage in 1918. There was merely an accurate statement of second track mileage, following special correspondence with units which had been making incorrect returns, the immediate effect of which was to reduce first track mileage. The mileage of all tracks remained practically unchanged.

CAPITALIZATION.

Stocks and funded debt:—

Year.	Stocks.	Funded Debt.	Total.
	$	$	$
1907	43,491,746	31,166,976	74,658,722
1908	59,295,266	37,114,619	87,409,885
1909	51,946,433	39,658,556	91,604,989
1910	58,653,826	43,391,153	102,044,979
1911	62,251,203	49,281,144	111,532,347
1912	70,829,118	52,012,828	122,841,946
1913	62,079,767	79,155,864	141,235,631
1914	66,311,098	81,284,241	147,595,342
1915	66,696,675	83,647,327	150,344,002
1916	67,738,275	87,157,309	154,895,584
1917	70,606,520	90,628,219	161,234,793
1918	73,864,820	93,388,273	167,253,093

Details will be found in table 2. It may be explained, however, that the foregoing capitalization does not include $493,346 of cash aid given to electric railways by governments and municipalities.

INCOME ACCOUNT.

EARNINGS AND INCOME—		
Gross earnings from operation	$24,299,889 69	
Operating expenses	17,535,974 63	
Gross corporate income		$ 6,763,915 06
Miscellaneous income		2,311,176 60
Total corporate income		$ 9,075,091 66
DEDUCTIONS FROM INCOME—		
Taxes	$ 2,122,618 84	
Interest—funded debt	2,781,848 84	
" floating debt	978,874 63	
Other deductions	263,731 90	
Total deductions		6,150,074 21
Total net income		$ 2,925,017 45
DISPOSAL OF NET INCOME—		
Reserves, etc	$ 1,466,339 35	
Dividends	1,671,358 93	
Total		3,137,698 28
Deficit		$ 212,680 83

EARNINGS AND OPERATING EXPENSES.

Gross earnings	$24,299,889 69
Operating expenses	17,535,974 63

Both the foregoing totals are lower than for preceeding years because the facts with respect to the Montreal Tramways and two other units were not reported nor otherwise ascertainable.

The rate of operating expenses to gross earnings was 72·16.

Analysis of gross earnings :—

—	1914.	1916.	1917.	1918.
	$ cts.	$ cts.	$ cts.	$ cts.
Car earnings—				
Passengers	21,181,328 13	18,937,327 86	27,621,582 36	21,943,644 04
Freight	1,123,909 53	1,218,763 88	1,547,919 60	1,575,408 57
Mails and express	84,515 13	112,309 43	132,401 46	129,317 96
Other car earnings	105,162 34	134,359 96	464,402 18	139,104 86
	22,494,915 13	20,402,761 13	29,766,305 60	23,787,475 43
Miscellaneous earnings—				
Advertising	82,960 87	89,198 97	89,972 70	97,014 12
Rent of land and buildings	22,051 32	24,608 34	30,942 29	29,581 32
Rent of tracks	6,838 41	19,450 83	22,100 97	17,709 99
Rent of equipment	20,005 62	21,358 86	24,776 64	27,216 23
Sale of power	85,171 67	59,325 27	80,265 22	98,826 52
Other miscellaneous earnings	154,425 05	189,816 10	223,300 12	242,066 08
Total miscellaneous earnings	371,452 94	403,758 47	471,357 94	512,414 26
Gross earnings undistributed	6,824,639 22	6,609,765 00	...	...
Gross earnings from operation	29,691,007 29	27,416,284 60	30,237,663 54	24,299,889 69

Since 1901 the record of gross earnings is as follows :—

Year.	Gross Earnings.	Year.	Gross Earnings.
	$		$
1901	5,768,283	1910	17,100,789
1902	6,486,438	1911	20,356,952
1903	7,233,677	1912	23,499,250
1904	8,453,609	1913	28,216,111
1905	9,357,125	1914	29,691,007
1906	10,966,871	1915	26,922,900
1907	12,630,430	1916	27,416,285
1908	14,007,049	1917	30,237,664
1909	14,611,484	1918	24,299,890

Following is a statement of gross car earnings, and the sources thereof, for the past twelve years :—

Year.	Passengers.	Freight.	Mail, etc.	Other.	Total.
	$	$	$	$	$
1907	12,013,421	344,367	41,951	233,190	12,630,430
1908	13,233,724	346,021	51,883	372,421	14,007,049
1909	14,080,755	388,092	110,452	34,185	14,611,484
1910	16,125,915	575,537	68,604	51,241	16,821,377
1911	19,130,376	744,179	88,233	100,930	20,063,719
1912	22,007,750	1,025,372	78,819	67,022	23,499,250
1913	*19,794,460	1,211,871	72,516	85,793	21,164,580
1914	*21,181,328	1,123,910	84,515	105,162	22,494,915
1915	*18,879,689	982,041	79,696	82,672	20,024,099
1916	*18,937,328	1,218,764	112,309	134,360	20,402,761
1917	27,621,582	1,547,920	132,402	464,402	29,766,306
1918	*21,913,644	1,575,408	129,318	139,105	23,787,475

*Omit facts relating to Montreal Tramways Co.

Tables 4 and 5 will afford details with respect to gross earnings and operating expenses.

Following was the distribution of operating expenses in 1918, with a comparison for 1915, 1916 and 1917 :—

Operating Expenses.	1915.	1916.	1917	1918.
	$ cts	$ cts	$ cts	$ cts.
Maintenance of way and structures	1,062,973 61	981,627 53	1,209,900 62	1,684,561 97
Maintenance of equipment	1,572,889 24	1,386,227 87	1,646,611 02	2,201,875 57
Operation of power plant	2,848,063 13	2,921,725 58	3,012,809 71	3,083,383 47
Operation of cars	7,109,405 70	6,929,133 37	7,581,389 37	7,810,063 13
General and traffic	1,821,514 06	2,171,138 30	2,046,151 79	2,753,096 49
Total	18,131,842 18	‡18,099,905 65	*20,098,634 35	17,535,974 63

†Items lacking for $3,713,996 44. ‡Items lacking for $3,707,053.00. *Items lacking for $4,601,771.84

Maintenance of way and structures—

Superintendence	$	74,612 54
Ballast		9,855 82
Ties		64,299 34
Rails		35,177 57
Rail fastenings, &c		23,415 69
Special work		40,831 81
Underground construction		3,258 29
Roadway and track labour		465,902 51
Paving		34,233 30
Miscellaneous track expenses		178,793 06
Cleaning and sanding track		75,282 93
Removal of snow, &c		245,523 10
Tunnels		329 92
Elevated structures, &c		24
Bridges, trestles and culverts		26,793 07
Crossings, fences, &c		13,790 40
Signal and interlocking systems		17,806 61
Telephone and telegraph		6,178 72
Other miscellaneous way expenses		30,471 02
Poles and fixtures		9,334 59
Transmission system		74,016 11
Distribution system		151,287 97
Miscellaneous line expenses		47,688 76
Buildings and structures		60,386 41
Other operations—Dr		5,416 05
" " —Cr		10,123 89

Equipment—

Superintendence	$	77,947 48
Power plant equipment		23,915 55
Substation equipment		34,215 60
Passenger and combination cars		877,394 01
Freight, express and mail cars		34,929 43
Locomotives		23,983 50
Service cars		119,473 12
Electric equipment of cars		767,724 91
Electric equipment of locomotives		36,860 80
Shop machinery and tools		19,670 27
Shop expenses		91,539 94
Horses and vehicles		38,435 72
Other Miscellaneous expenses		37,545 22
Other operations—Dr		21,975 02
" " —Cr		735 00

Traffic

Superintendence and solicitation	$	18,848 24
Advertising		35,200 97
Miscellaneous expenses		22,317 75

Conducting transportation—power—

Superintendence	$	488,040 77
Power plant employees		102,564 45
Substation employees		102,924 83
Fuel for power		185,053 13
Water for power		3,277 37
Lubricants		3,502 55
Miscellaneous expenses		26,890 59
Substation supplies, &c		88,108 85
Power purchased		2,551,789 56
Other operations—Dr		61,819 22
" " —Cr		42,547 08

Operation of cars—

Passenger conductors, motormen, &c	$ 6,026,371 24
Freight " "	208,746 86
Miscellaneous car employees	162,055 39
Miscellaneous car expenses	402,296 69
Station employees	236,944 08
Station expenses	56,357 09
Carhouse employees	449,385 11
Carhouse expenses	107,339 69
Signal and interlocking	41,966 89
Telephone and telegraph	10,519 71
Express and freight delivery	36,365 14
Loss and damage	5,719 05
Other transportation expenses	65,796 19

General and miscellaneous—

General officers	$ 307,430 78
General office clerks	437,942 40
General office expenses	72,852 51
Law expenses	56,501 42
Relief department	3 82
Miscellaneous	271,371 45
Other operations—Dr	43,820 32
" " —Cr	105 59

Undistributed accounts—

Injuries and damages	$ 301,979 18
Insurance	263,399 45
Stationery and printing	60,587 15
Store expenses	52,763 49
Stable expenses	35,146 27
Rent of tracks	147,538 62
Rent of equipment	135,451 49

Following is a summary of operating expenses by accounting divisions—

Way and structures	$ 1,684,561 97
Equipment	2,204,875 57
Traffic	76,366 96
Transportation—power	3,083,383 47
" —cars	7,810,063 13
General	1,191,817 11
Undistributed accounts	996,865 65
Total	$17,535,974 63

For purposes of comparison, following is a complete statement showing the various items which made up operating expenses in 1917 and the years 1914 and 1916 :—

	1914.	1916.	1917.
	$ cts.	$ cts.	$ cts.
Maintenance of way and structures—			
Track and roadway	854,798 86	727,142 31	869,681 53
Electric line	221,974 85	208,008 12	275,443 73
Buildings and fixtures	92,836 93	49,477 10	54,775 36
Maintenance of equipment—			
Steam plant	73,167 42	32,795 82	25,892 83
Electric plant	175,834 23	44,086 82	56,385 18
Cars	823,583 66	665,449 04	781,736 48
Electric equipment of cars	513,016 03	443,440 50	575,391 48
Miscellaneous equipment	102,358 38	80,572 57	126,589 29
Miscellaneous shop expenses	74,825 42	119,883 12	80,615 76
Transportation—Operation of power plant—			
Power plant wages	185,254 97	200,417 07	169,473 67
Fuel for power	113,837 76	84,173 68	65,870 56
Water for power	16,754 01	12,873 60	12,226 36
Lubricants and waste for power plant	5,198 40	2,052 96	3,587 02
Miscellaneous supplies and expenses	85,214 15	56,153 18	69,784 14
Hired power	2,333,009 55	2,566,055 09	2,691,867 96
Transportation—Operation of cars—			
Superintendence	380,369 53	422,980 44	471,538 28
Wages of conductors	2,662,486 53	2,498,861 01	2,702,328 31
Wages of motormen	2,617,373 31	2,483,270 42	2,700,387 88
Wages, miscellaneous car service	273,273 22	446,821 55	233,548 12
Wages, car house employees	653,919 76	277,160 00	309,944 69
Car service supplies	114,546 85	88,611 14	105,440 51
Miscellaneous car service expenses	320,344 51	352,096 94	648,476 06
Hired equipment	127,853 01	121,925 21	171,283 98
Cleaning and sanding track	69,852 99	55,286 85	73,573 24
Removal of snow and ice	103,882 96	182,119 81	164,868 30
General—			
Salaries of general officers	379,298 16	259,453 88	281,891 18
Salaries of clerks	463,984 74	387,886 05	398,985 76
Printing and stationery	43,769 39	62,277 31	58,839 12
Miscellaneous office expenses	72,859 36	58,959 43	58,900 29
Store expenses	33,253 11	43,859 11	44,962 84
Stable expenses	31,314 44	46,974 84	36,599 70
Advertising and attractions	30,535 14	46,288 30	61,873 57
Miscellaneous general expenses	219,486 07	250,294 20	320,516 50
Damages	385,105 42	465,722 19	321,514 69
Legal expenses	18,505 62	33,384 48	20,132 03
Miscellaneous legal expenses	33,631 04	41,836 09	57,366 10
Rent of land and buildings	31,776 00	43,906 29	47,278 03
Rent of tracks and terminals	115,404 19	168,772 15	123,985 68
Insurance	171,723 16	261,523 68	213,306 30

It must be borne in mind that for the years to which the foregoing tabular statement relates details of operating expenses were not received from certain corporations.

The number of fare passengers carried in 1918 was 487,365,456. Comparison cannot be made with preceding years owing to the omission of facts relating to the Montreal Tramways and several other units.

The volume of freight hauled in 1918 was 2,497,530 tons as compared with 2,335,539 tons in 1917.

Passenger traffic:—

1901	120,934,656
1902	137,681,402
1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,909,404
1908	299,099,309
1909	314,026,671
1910	360,964,876
1911	426,296,792
1912	488,865,682
1913	597,863,801
1914	614,709,819
1915	562,302,373
1916	580,094,167
1917	629,441,997
1918	487,365,456

Car mileage:—

Car mileage—	
Passenger cars	81,786,198
Other cars	2,649,125
Total	84,435,323

EQUIPMENT.

The following statement will show the number and classes of cars in service in 1918, with the figures for the years 1911, 1913 and 1915.

Classes of Cars, etc.	1911.	1913.	1915.	1917.	1918.
Passenger, closed	1,985	2,042	2,447	2,011	2,064
Passenger, open	990	863	821	447	387
Passenger, combination	455	930	792	628	618
Freight	357	591	693	621	703
Mail, express and baggage	33	35	40	49	39
Combination, freight	5	9	23	16	15
Work	108	211	216	198	186
Snow ploughs	60	61	58	48	52
Sweepers	106	123	127	99	91
Miscellaneous	2,252	125	109	148	162
Total	1,325	1,989	5,329	4,295	4,311

The absence of reports from several corporations has materially lowered the total of equipment for the past four years.

EMPLOYEES.

Numbers :—

Numbers—

1916	10,622
1917	11,696
1918	11,646

Salaries and wages :—

Salaries and wages—

1913	$ 8,767,734 17
1917	9,451,685 31
1918	11,840,863 86

Salaries and wages were equal to 67·53 per cent of operating expenses.

Employees.	1910.	1912.	1914.	1916.	1917.	1918.
General administration—						
General officers	150	159	146	140	148	148
General office clerks	553	744	950	583	601	708
Maintenance—						
Superintendents	71	90	102	103	84	80
Other employees	3,633	4,922	5,077	2,008	3,112	3,007
Transportation	102	118	151	112	110	112
Other employees	6,881	8,727	9,769	7,676	7,626	7,591
Total	11,390	14,760	16,195	10,622	*11,696	11,646

* 21 undistributed.

ACCIDENTS.

Year.	Killed.				Injured.				Passengers.		
	Passengers	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number Carried.	Killed, one in every.	Injured, one in every.
1901	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903	10	17	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905	30	3	23	56	862	87	347	1,296	203,467,317	6,782,213	236,041
1906	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,327
1907	27	7	37	71	988	216	532	1,736	273,999,101	10,149,126	277,327
1908	18	6	43	67	1,156	188	539	1,883	299,099,309	16,616,628	258,736
1909	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,001
1910	14	13	68	95	1,595	227	716	3,538	360,961,876	25,783,205	226,310
1911	11	8	83	102	1,784	300	586	2,670	426,296,792	38,754,254	238,955
1912	16	8	86	110	1,950	442	736	3,128	489,965,682	30,554,180	156,287
1913	17	12	44	73	1,662	392	490	2,544	.....	.....	.....
1914	9	13	42	64	1,757	469	581	2,807	.....	.....	.....
1915	14	6	44	64	1,554	413	638	2,605	.....	.....	.....
1916	18	4	28	50	1,905	305	819	3,029	.....	.....	.....
1917	11	10	42	63	1,541	395	792	2,728	.....	.....	.....
1918	9	12	56	77	1,451	383	762	2,596	.....	.....	.....

I have the honour to be, sir,
Your obedient servant,
J. L. PAYNE, *Comptroller of Statistics.*

RAILWAY STATISTICS

STATISTIQUES DES CHEMINS DE FER

TABLE 1—Summary of mileage Operated for the Year
TABLEAU 1—Sommaire du nombre de milles de chemins de fer

Number Numéro.	Name of Railway. — Nom du chemin de fer.	Single Track —Voie simple. Represented by Capital Stock. — Représentées par le capital-actions. Main line — Ligne-mère.	Branches and spurs. — Embr. et rameaux.	Proprietary Companies. Compagnies propriétaires.	Under Lease À bail.	Under Contract, etc. À l'entreprise, etc.	Under Trackage Rights. En vertu de droit de circulation.	Total
1	Algoma Central & Hudson Bay.	317·25	21·32	....	9·23	..	0·98	348·78
2	Algoma Eastern	83·89	4·04	....	1·52	.	2·39	91·84
3	Atlantic, Quebec & Western	102·44	0·64	....	..	.	....	103·08
4	Alberta & Great Waterways	113·20	....	.....	..	....	....	113·20
5	Bedlington & Nelson, not in operation	....	.....	.....	..	.....	.....	..
6	Brandon, Sask'n & Hudson Bay.	69·45	....	....	..	.	. .	69·45
7	British Yukon	85·80	15·32	..	..	.	....	101·12
8	Canada Southern	226·18	154·36	.....	..	.	16·91	397·45
9	Canada & Gulf Terminal	35·80	....	.....	..	.	.....	35·80
10	Canadian Gov't. Rys. (Intercolonial)	1,524·17	28·91	.....	39·27		.....	1,592·35
11	Canadian Gov't. Rys. (P.E.I.)	276·23	2·58	.....	..	.	..	278·81
12	Canadian Northern System	....	....	8,672·70	393·46	253·99	159·02	9,479·17
13	Canadian Pacific	2,894·70	4,884·50	3,942·70	1,445 90	126·80	93·90	13,388·50
14	Cape Breton	31·00	....	....	..	.	.....	31·00
15	Caraquet	84·78	. .	....	.	..	....	84·78
16	Central Vermont	116·60	8·60	.....	..	....	.....	125·20
17	Crow's Nest Southern	74 18	. .	....	.	.	.....	74·18
18	Cumberland Ry. & Coal Co.	32·00	....	....	.	.	.....	32·00
19	Central Canada	48·50	. .	..	..	....	....	48·50
20	Detroit River Tunnel Co.	1 45	.	.....	.	.	..	1·45
21	Dominion Atlantic	169·98	72·49	....	31·69	.	14·29	288·45
22	Eastern British Columbia	14·00	....	....	..	....	....	14 00
23	Edmonton, Dunvegan & British Columbia	357·00	49·80	.....	....	....	....	406·80
24	Elgin & Havelock	27·00	....	..	....	.	. .	27·00
25	Esquimalt & Nanaimo	139·70	59·50	....	....	..	.	199·20
26	Essex Terminal	19·00	2·00	..	....	..	..	21·00
27	Fredericton & Grand Lake.	35·00	....	....	..	.	..	35·00
28	Grand Trunk	3,343·31	.	....	223·76	....	11·74	3,578·81
29	Grand Trunk Pacific	1,653 92	23·85	....	1·70	2·10	112·50	1,794 07
30	Grand Trunk Pacific, Branch Lines	991 67	8·82	....	....	32·14	4 16	1,036·79
31	Hereford	52 85	0·21	. .	.	....	.. .	53·06
32	International of New Brunswick	111·30	. ..	. .	.	..	....	111·30
33	Inverness Ry. & Coal Co.	60·91	.	.....	....	.		60 91
34	Kent Northern	27·00	. ..	....	.			27·00
35	Kettle Valley	308 51	.. ..	....	47 17	.	38·15	393·83
36	Klondike Mines	31 81	....	....	....	.		31 81
37	Lotbiniere & Megantic	30 00	.....	.....	..	..		30 00
38	Maganetawan River	1·91	. .	....	.			1 91
39	Maine Central	5·10	..		.			5·10
40	Manitoba Great Northern	91·77					0 99	92 76
41	Maritime Coal Ry. & Power Co.	12 00	3·00	....				15 00
42	Massawippi Valley	.	. .	. .	35·46	.	2 95	38·41
43	Montreal & Atlantic	102 40	.	.	82·00			184 40
44	Moncton & Buctouche	32 00	2 00	.				34·00
45	Morrissey, Fernie & Michel		5 82		5 03			10 85
46	Midland of Manitoba	6 40					69 02	75·42
47	Napierville Junction	27 06						27 06
48	National Transcontinental	1,811 17			191 75			2,002 92
49	Nelson & Fort Sheppard	55 42					5 44	60 86
50	New Brunswick Coal & Ry. Co	58 00						58 00
51	New Westminster Southern	15 18						15 18
52	North Shore	6 13	2 50					8 63

SESSIONAL PAPER No. 20b

ending June 30, 1918—All tracks.
exploités durant l'exercice terminé le 30 juin 1918—Toutes les voies ferrées.

Second Track.—Voie double.								
Steel rails. — Rails d'acier.	Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease — À bail.	Under Trackage Rights. — En vertu de droit de circulation.	Total.	Steel rails. — Rails d'acier.	Number—Numéro.
	Main line. — Ligne-mère.	Branches and spurs. — Embr. et rameaux.						
347·80								1
89·45								2
103·08								3
113·20								4
								5
69·45								6
101·12								7
380·54	226·18	16·86			1·60	244·64	243·04	8
35·80								9
1,592·35	35·83			37·03		72·86	72·86	10
278·81								11
9,320·15								12
13,294·60	1,159·60			268·00		1,427·60	1,427·60	13
31·00								14
84·78								15
125·20								16
74·18								17
32·00								18
48·50								19
1·45								20
274·16					13·85	13·85		21
14·00								22
406·80								23
27·00								24
199·20								25
21·00								26
35·00								27
3,567·07	711·12			12·25	3·99	727·36	723·37	28
1,681·57	14·94				1·46	16·40	14·94	29
1,032·63								30
53·06								31
111·30								32
60·91								33
27·00								34
355·68								35
31·81								36
30·00								37
1·91								38
5·10								39
91·77								40
15·00								41
35·46								42
184·40	6·50					6·50	6·50	43
34·00								44
10·85								45
6·40								46
27·06								47
2,002·92	5·31					5·31	5·31	48
55·42								49
58·00								50
15·18								51
8·63								52

TABLE 1—Summary of mileage Operated for the year

TABLEAU 1—SOMMAIRE du nombre de milles de chemins de fer exploités

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Single Track.—Voie simple.							Total.
		Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — À bail.	Under Contract, etc. — À l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.		
		Main line — Ligne mère.	Branches and spurs. — Embr. et rameaux.						
53	Northern New Brunswick & Seaboard	19·80	.....	.....	.....	.....	.....		19·80
54	Nosbonsing & Nippissing	5·50	.....	.....	.....	.....	.....		5·50
55	Ottawa & New York	56·90	.....	.....	.....	.....	1·90		58·80
56	Pacific Great Eastern	180·27	.....	.....	.....	.....	.....		180·27
57	Père Marquette	198·81	.....	.....	.....	.....	137·84		336·65
58	Philipsburg Ry. & Quarry Co.	6·00	.....	.....	.....	.....	.....		6·00
59	Quebec Central	138·00	139 00	.....	.....	.....	.....		277·00
60	Quebec Oriental	100·00	.....	.....	.....	.....	.....		100·00
61	Quebec Ry. Light & Power	27·50	.....	.....	.....	3·32	.....		30·82
62	Quebec, Montréal & Southern	190·78	1·40	.....	.....	.....	.....		192·18
63	Red Mountain	9·59	.....	.....	.....	.....	.....		9·59
64	Roberval-Saguenay	20·00	16·80	.....	.....	.....	.....		36·80
65	Rutland & Noyan	3·39	.....	.....	.....	.....	.....		3·39
66	Salisbury & Albert	45·00	.....	.....	.....	.....	.....		45·00
67	St. Lawrence & Adirondack	33·40	.....	.....	12·70	.....	14·26		60·40
68	St-Martins	30·00	.....	.....	.....	.....	.....		30 00
69	St. John & Quebec	119·87	.....	.....	.....	.....	.....		119·87
70	St-Clair Tunnel	1·23	.....	.....	.....	.....	.....		1·23
71	Sydney & Louisburg	39·17	28·85	1·05	1·20	.....	.....		70 27
72	Temiscouata	113·00	.....	.....	.....	.....	.....		113·00
73	Timiskaming & Northern Ontario	252·29	76·21	.....	.....	.....	.....		328·50
74	Thousand Islands	6·08	·25	.....	.....	.....	.....		6 33
75	Toronto, Hamilton & Buffalo	79·88	20·42	.....	.....	.....	4·36		104 66
76	Vancouver, Victoria and Eastern	269 61	.....	.....	.....	.....	92·13		361 74
77	Victoria & Sidney, B.C.	15 97	.....	.....	.....	.....	.....		15 97
78	Victoria Terminal Ry. & Ferry Co.	0·99	.....	.....	.....	.....	.....		0 99
79	Wabash (in Canada)	.....	.....	.....	.....	.....	245·40		245 40
80	York and Carleton	10 50	.....	.....	.....	.....	.....		10 50
	Final totals	17,688·69	5,633·19	12,616 45	2,521·84	418·35	1,028 33		39 906·85

ending June 30, 1918—All tracks—*Continued.*

durant l'exercice terminé le 30 juin 1918—Toutes les voies ferrées—*Suite.*

Second Track.—Voie double.									
Represented by Capital Stock. — Représentées par le capital-actions.									
Steel rails. — Rails d'acier.	Main line. — Ligne-mère.	Branches and spurs. — Embr. et rameaux.	Proprietary Companies. — Compagnies propriétaires.	Under Lease. — À bail	Under Trackage Rights. — En vertu de droit de circulation.	Total.	Steel rails. — Rails d'acier.	Number—Numéro.
19·80								53
5·50								54
56·90								55
180·27								56
198·81					136·57	136·57		57
6·00								58
277·00								59
100·00								60
30·82	9·50					9·50	9·50	61
192·18								62
9·59								63
36·80								64
3·39								65
45·00								66
46·14								67
30·00								68
119·87								69
1·23								70
70·27	1·00					1·00	1·00	71
113·00								72
328·50	1·70					1·70	1·70	73
6·33								74
100·30	9·79				0·37	10·16	9·79	75
269 61	7·12					7·12	7·12	76
15·97								77
0·99								78
								79
10·50								80
38,878·52	2,188·59	16·86		317·28	157·84	2,680·57	2,522·73	

TABLE I.—Summary of Mileage Operated for the

TABLEAU 1—Sommaire du nombre de milles de chemins de fer exploités

Number—Numéro.	Name of Railway. — Nom du chemin de fer.	Yard Track and Sidings—Voies de garage et d'évitement.									
		Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.		Under Lease. — À bail.	Under Contract, etc. — À l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.	Total.	Iron rail. — Rails en fer.
		Main-Line. — Ligne-mère	Branches and spurs. — Embr. et rameaux.							
1	Algoma Central & Hudson Bay	26·97	0·68			13·33			40 98	
2	Algoma Eastern	7·95				4·25		1·01	13·24	
3	Atlantic, Quebec & Western	1·80							1 80	
4	Alberta & Great Waterways	7·18							7·18	
5	Bedlington & Nelson									
6	Brandon, Sask. & Hudson Bay	10·61							10·61	
7	British Yukon									
8	Canada Southern	181·05	48·90					7·65	237·60	
9	Canada & Gulf Terminal	2·00							2·00	
10	Canadian Govt. Rys. (Intercol.)	522·96							522·96	
11	" " (P.E.I.)	35·01							35·01	
12	Canadian Northern System			1,260·32		128·15	59·50	1·04	1,449 01	
13	Canadian Pacific	2,645·40				1,181·50			3,826·90	
14	Cape Breton									
15	Caraquet	3·05							3·05	
16	Central Vermont	7·93							7 93	
17	Crow's Nest Southern	14·10							14 10	
18	Cumberland Ry. & Coal Co	16·00							16 00	
19	Central Canada	3·44							3 44	
20	Detroit River Tunnel									
21	Dominion Atlantic	15·74	12·16			5·50		6 00	39 70	
22	Eastern British Columbia	2·19							2 19	
23	Edmonton, Dunvegan & British Columbia	25·35	4 92						30 27	
24	Elgin & Havelock									
25	Esquimalt & Nanaimo	17·10							47 10	
26	Essex Terminal									
27	Fredericton & Grand Lake									
28	Grand Trunk	1,360·40				42·76			1,403·16	
29	Grand Trunk Pacific	394·65					1·16	15 03	410·84	
30	Grand Trunk Pacific Branch Lines	123 31							123 34	
31	Hereford	8 38							8 38	0 20
32	International of New Brunswick	5·76							5·76	
33	Inverness Ry. & Coal Co	8 20							8 20	
34	Kent Northern									
35	Kettle Valley	23·61				6 28		2·29	32 18	
36	Klondike Mines	2·00							2 00	
37	Lotbiniere & Megantic	3 00							3 00	
38	Maganetawan River									
39	Maine Central									
40	Manitoba Great Northern	9 61							9 61	
41	Maritime Coal Ry. & Power Co		3 00						3 00	
42	Massawippi Valley					10 58			10 58	
43	Montreal & Atlantic	11 10							11 10	
44	Moncton & Buctouche									
45	Morrisey Fernie & Michel									
46	Midland of Manitoba	11 11							11 11	
47	Napierville—Junction	3 36							3 36	
48	National Transcontinental	332 71				62 37			395·08	
49	Nelson & Fort Sheppard	3·13							3 13	
50	New Brunswick Coal & Ry Co	7 00							7 00	
51	New Westminster Southern	1·31							1 31	
52	North Shore	1 37							1 37	

year ending June 30, 1918—All tracks—*Continued.*

pendant l'exercice terminé le 30 juin 1918—Toutes les voies ferrées—*Suite.*

Total Mileage Operated—All Tracks—Total de milles exploités—Toutes les voies.											
Represented by Capital Stock. — Représentées par le capital-actions.											
Steel rails. — Rails d'acier.	Main Line. — Ligne-mère.	Branches and spurs. — Embr. et rameaux.	Proprietary Companies. — Compagnies propriétaires.	Under Lease. — À bail.	Under Contract, etc. — À l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.	Total.	Iron. — Fer.	Steel rails. — Rails en acier.	Number—Numéro.
40·98	344·22	22·00	.....	22·56	.....	0·98	389·76	.....	388·78	1
12·20	91·84	4·04	.....	5·77	.....	3·43	105·08	.....	101·65	2
1·80	104·24	0·64	.....	.....	.....	.....	104·88	.....	104·88	3
7·18	120 38	.....	.....	.....	.....	.....	120·38	.....	120·38	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
10·61	80·06	.....	.....	.....	.....	.....	80·06	.....	80·06	6
.....	85·80	15·32	.....	.....	.....	.....	101·12	.....	101·12	7
229·95	633·41	220·12	.....	.....	.....	26·16	879·69	.....	853·53	8
2·00	37·80	.....	.....	.....	.....	.....	37·80	.....	37·80	9
522·96	2,082·96	28·91	.....	76·30	.....	.....	2,188·17	.....	2,034·44	10
35·01	311·24	2·58	.....	.....	.....	.....	313·82	.....	313·82	11
1,447·97	.....	.....	9,933·02	521·61	313·49	160·06	10,928·18	.....	10,768·12	12
3,826·90	6,699·70	4,884·50	3,942·70	2,895·40	126·80	93·90	18,643·00	.....	18,549·10	13
.....	31·00	.....	.....	.....	.....	.....	31·00	.....	31·00	14
3·05	87·83	.....	.....	.....	.....	.....	87·83	.....	87·83	15
7·93	124·53	8·60	.....	.....	.....	.....	133·13	.....	133·13	16
14·10	88·28	.....	.....	.....	.....	.....	88·28	.....	88·28	17
16·00	48·00	.....	.....	.....	.....	.....	48·00	.....	48·00	18
3·44	51·94	.....	.....	.....	.....	.....	51·94	.....	51·94	19
.....	1·45	.....	.....	.....	.....	.....	1·45	.....	1·45	20
33·70	185·72	84·95	.....	37·19	.....	34·14	342·00	.....	307·86	21
2·19	16·19	.....	.....	.....	.....	.....	16·19	.....	16·19	22
30·27	382·35	54·72	.....	.....	.....	.....	437·07	.....	437·07	23
.....	27·00	.....	.....	.....	.....	.....	27·00	.....	27·00	24
47·10	186·80	59·50	.....	.....	.....	.....	246·30	.....	246·30	25
.....	9·00	2·00	.....	.....	.....	.....	21·00	.....	21·00	26
.....	35·00	.....	.....	.....	.....	.....	35·00	.....	35·00	27
1,403·16	5,414·83	.....	.....	278·77	.....	15·73	5,709·33	.....	5,693·60	28
395·81	2,063·51	23·85	.....	1·70	4 16	128·99	2,221·31	.....	2,092·32	29
123·34	1,115·01	8·82	.....	.....	32·14	3·26	1,160·13	.....	1,155·97	30
8·18	61·23	0 21	.....	.....	.....	.....	61·44	0·20	61·24	31
5·76	117·06	.....	.....	.....	.....	.....	117·06	.....	117·06	32
8·20	69·11	.....	.....	.....	.....	.....	69·11	.....	69·11	33
.....	27·00	.....	.....	.....	.....	.....	27·00	.....	27·00	34
29·89	332·12	.....	.....	53·45	.....	40·80	426·37	.....	385·57	35
2·00	33·81	.....	.....	.....	.....	.....	33·81	.....	33·81	36
3·00	33·00	.....	.....	.....	.....	.....	33·00	.....	33·00	37
.....	1·91	.....	.....	.....	.....	.....	1·91	.....	1·91	38
.....	5·10	.....	.....	.....	.....	.....	5·10	.....	5·10	39
9·61	101·38	.....	.....	.....	.....	0·99	102·37	.....	101·38	40
3·00	12·00	6 00	.....	.....	.....	.....	18·00	.....	18·00	41
10·58	.....	.....	.....	46·04	.....	2·95	48·99	.....	46·04	42
41·10	150·00	.....	.....	82·00	.....	.....	232·00	.....	232·00	43
.....	32·00	2 00	.....	.....	.....	.....	34·00	.....	34·00	44
.....	.....	5 82	.....	5·03	.....	.....	10·85	.....	10·85	45
11·11	17·51	.....	.....	.....	.....	69·02	86·53	.....	17·51	46
3·36	30·12	.....	.....	.....	.....	.....	30·42	.....	30·42	47
395·08	2,144·19	.....	.....	254·12	.....	.....	2,403·31	.....	2,403·31	48
3·13	58·55	.....	.....	.....	.....	5·44	63·99	.....	58·55	49
7·00	65·00	.....	.....	.....	.....	.....	65·00	.....	65·00	50
1·31	16·49	.....	.....	.....	.....	.....	16·49	.....	16·49	51
1·37	7·50	2 50	.....	.....	.....	.....	10 00	.....	10·00	52

TABLE 1—Summary of Mileage Operated for the

TABLEAU 1—Sommaire du nombre de milles de chemin de fer exploités

Number - Numéro.	Name of Railway. — Nom du chemin de fer.	Yard Track and Sidings - Voies de garage et d'évitement.								Iron rail. — Rails en fer.
		Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — À bail.	Under Contract, etc. — À l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.	Total	
		Main-Line. — Ligne-mère.	Branches and spurs. — Embr. et rameaux.						
53	Northern, New Brunswick & Seaboard								
54	Nosbonsing & Nipissing								
55	Ottawa & New York	11·30						11·30	
56	Pacific & Great Eastern	19·11						19·11	
57	Père Marquette	75·05					23·03	98·08	
58	Philipsburg Rv. & Quarry Co								
59	Quebec Central								
60	Quebec Oriental	3·10						3·10	
61	Quebec Ry. Light & Power Co.		6·93					6·93	
62	Quebec, Montreal & Southern	23·96	4·09					28·05	
63	Red Mountain	2·99						2·99	
64	Roberval-Saguenay								
65	Rutland & Noyan	0·39						0·39	
66	Salisbury & Albert	5·00						5·00	
67	St. Lawrence & Adirondack	9·14			2·57			11·71	
68	St-Martins								
69	St. John & Quebec	8·00						8·00	
70	St. Clair Tunnel	0·35						0·35	
71	Sydney & Louisburg		52·79					52·79	
72	Temiscouata	9·40						9·40	
73	Timiskaming & Northern Ontario	87·96	21·24					109·20	
74	Thousand Island	1·00						1·00	
75	Toronto, Hamilton and Buffalo	62·56	4·07					66·63	
76	Vancouver, Victoria & Eastern	63·50						63·50	
77	Victoria & Sidney, B.C.	1·66						1·66	
78	Victoria Terminal Ry. & Ferry Co	0·58						0·58	
79	Wabash in Canada								
80	York and Carleton								
	Final totals	6,300·92	159·08	1,260·32	1,457·29	60·66	56·08	9,294·35	0·20

year ending June 30, 1918—All tracks—*Concluded.*

pendant l'exercice terminé le 30 juin 1918—Toutes les voies ferrées—*Fin.*

Total Mileage Operated—All Tracks—Total des milles exploités—Toutes les voies.												
Steel rails. — Rails d'acier.	Represented by Capital Stock. — Représentées par le capital-actions.		Proprietary Companies. — Compagnies propriétaires.	Under Lease. — À bail.	Under Contract, etc. — À l'entreprise, etc.	Under Trackage Rights. — En vertu de droit de circulation.	Total.	Iron. — Fer.	Steel rails. — Rails d'acier.	Number — Numéro.
	Main Line. — Ligne-mère.	Branches and spurs. — Emb. et rameaux.								
.....	19·80	.....	.....	.....	.....	.....	19·80	...	19·80	53
.....	5·50	.....	.....	.....	.....	.....	5·50	...	5·50	54
11·30	68·20	.....	.....	.....	.....	1·90	70·10	...	68·20	55
19·11	199·38	.....	.....	.....	.....	.....	199·38	...	199·38	56
75·05	273·86	.....	.....	.....	.....	297·44	571·30	...	273·86	57
.....	6·00	.....	.....	.....	.....	.....	6·00	...	6·00	58
.....	138·00	139·00	...	.....	.....	.....	277·00	...	277·00	59
3·10	103·10	.....	...	.....	.....	.....	103·10	...	103·10	60
6·93	37·00	6·93	...	.....	3·32	.....	47·25	...	47·25	61
28·05	214·74	5·49	...	.....	.....	.....	220·23	...	220·23	62
2·99	12·58	.....	...	.....	.....	.....	12·58	...	12·58	63
.....	20·00	16·80	...	.....	.....	.....	36·80	...	36·80	64
0·39	3·78	.....	...	.....	.....	.....	3·78	...	3·78	65
5·00	50·00	.....	...	.....	.....	.....	50·00	...	50·00	66
11·71	12·58	.....	...	15·27	.....	14·26	72·11	...	57·85	67
.....	30·00	.....	...	.....	.....	.....	30·00	...	30·00	68
8·00	127·87	.....	...	.....	.....	.....	127·87	...	127·87	69
0·35	1·58	.....	...	.....	.....	.....	1·58	...	1·58	70
52·79	40·17	81·64	1·05	1·20	.....	.....	124·06	...	124·06	71
9·40	122·40	.....	...	.....	.....	.....	122·40	...	122·40	72
109·20	341·95	97·45	...	.....	.....	.....	439·40	...	439·40	73
1·00	7·08	0·25	...	.....	.....	.....	7·33	...	7·33	74
66·63	152·23	24·49	...	.....	.....	4·73	181·45	...	176·72	75
63·50	340·23	.....	...	.....	.....	92·13	432·36	...	340·23	76
1·66	17·63	.....	...	.....	.....	.....	17·63	...	17·63	77
0·58	1·57	.....	...	.....	.....	.....	1·57	...	1·57	78
.....	.....	.....	...	.....	.....	245·40	245·40	...	.....	79
.....	10·50	.....	...	.....	.....	.....	10·50	...	10·50	80
9,238·27	26,178·20	5,809·13	13,876·77	4,296·41	479·01	1,242·25	51,881·77	0·20	50,639·52	

TABLE 2—Railway Capital at close of year ending June 30, 1918.
TABLEAU 2—Capital des ch. de fer à la fin de l'exercice clos le 30 juin 1918.

Name of Railway. — Nom du chemin de fer.	Stocks. — Actions	Funded Debt.—Dette consolidée.			
	Amount Outstanding — Montant impayé.	Bonds. — Bons.	Miscellaneous Obligations. — Obligations diverses.	Equipment Trust Obligations. — Oblig. des cies de trust p. matériel roulant.	Total Railway Capital. — Total du capital du chemin de fer.
	$	$	$	$	$
Algoma Central & Hudson Bay	10,000,000	10,398,800		312,000	20,710,800
Algoma Eastern	3,000,000	2,500,000		304,500	5,804,500
Atlantic, Quebec and Western	2,000,000	2,548,675			4,548,675
Alberta and Great Waterways	50,000	7,400,000			7,450,000
Bedlington & Nelson*	1,000,000				1,000,000
Brandon, Saskatchewan & Hudson Bay	2,150,000				2,150,000
British Yukon	2,934,119	2,044,760			4,978,879
Canada & Gulf Terminal	600,000	740,000			1,340,000
Canada Southern	15,000,000	22,630,000			37,630,000
Canadian Northern System	100,000,000	282,601,727		11,756,500	419,358,227
Canadian Pacific†	356,966,803	3,650,000		9,480,000	570,096,803
Atlantic & North West		6,453,200			6,453,200
Calgary and Edmonton		5,158,894			5,458,894
Lindsay, Bobcaygeon & Pontypool		500,000			500,000
Manitoba, South Western Colonization		2,544,000			2,544,000
Guelph Junction	170,000				170,000
New Brunswick		7,821,127			7,821,127
New Brunswick and Canada		170,000			170,000
Fredericton		100,000			100,000
St. John & Maine		216,664			216,664
New Brunswick Southern		500,000			500,000
Ontario & Quebec	21,502,591				21,502,591
St. Lawrence & Ottawa		973,333			973,333
St. Stephen & Milltown	50,000				50,000
Shuswap & Okanagan		108,527			108,527
Joliette & Brandon		125,000			125,000
Toronto, Grey & Bruce		3,500,000			3,500,000
Cape Breton	1,000,000				1,000,000
Caraquet	1,250,000	500,000			1,750,000
Crow's Nest Southern	4,295,000				4,295,000
Central Vermont					
Montreal & Province Line	1,000,000	200,000			1,200,000
Montreal & Vermont Junction	1,000,000				1,000,000
Stanstead, Shefford & Chambly	608,750	155,865			764,615
Central Canada	625,000		2,000,000		2,625,000
Detroit River Tunnel	3,000,000		18,000,000		21,000,000
Dominion Atlantic	2,433,333	5,998,166			8,431,499
Eastern British Columbia	420,000				420,000
Edmonton, Dunvegan & British Columbia	250,000	9,420,000			9,670,000
Elgin & Havelock	44,900	50,000			94,900
Essex Terminal	300,000	420,000			720,000
Esquimalt & Nanaimo	2,500,000	1,832,000			7,332,000
Fredericton & Grand Lake	140,000	465,000			605,000
Grand Trunk	241,237,589	173,562,440		6,696,000	421,196,029
Buffalo & Lake Huron	2,605,632	4,279,456			6,885,088
Central Counties	500,000	380,000			880,000
Pembroke Southern	178,000	150,000			328,000
Grand Trunk Pacific	21,912,000	176,782,100			198,724,100
G T P Branch Lines	1,002,000	16,786,110			17,788,110
Hereford	800,000	800,000			1,600,000
International Bridge Co	1,500,000	512,260			2,012,260

*Line abandoned and tracks removed.
†This includes $216,284,882 of Consolidated Debenture stock.
*Ligne abandonnée et voies enlevées.
†Ceci comprend $216,284,882 [illegible]

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TABLE 2—Railway Capital at close of year ending June 30, 1918.

TABLEAU 2—Capital des ch. de fer à la fin de l'exercice clos le 30 juin 1918.

Name of Railway. Nom du chemin de fer.	Stocks. Actions	Funded Debt.—Dette consolidée.			
	Amount Outstanding. Montant impayé.	Bonds. Bons.	Miscellaneous Obligations. Obligations diverses.	Equipment Trust Obligations. Oblig. des cies de trust p. matériel roulant.	Total Railway Capital. Total du capital du ch. de fer.
	$	$	$	$	$
Kent Northern	75,000	32,000			107,000
Kettle Valley*	375,000	13,530,000			13,905,000
Klondike Mines	1,375,000	1,091,250			2,466,250
Lake Erie & Detroit River	1,400,000	3,000,000			4,400,000
Lake Champlain & St. Lawrence Junction	600,000	378,000			978,000
Lotbinière & Megantic	50,000				50,000
Manitoba Great Northern	2,066,000				2,066,000
Maritime C. R. & P.	2,027,600	1,620,000			3,647,600
Massawippi Valley	800,000				800,000
Midland of Manitoba	4,300,000				4,300,000
Montreal & Atlantic	3,200,000	1,065,000			4,265,000
Moncton & Buctouche	250,000	60,000			310,000
Morrissey, Fernie & Michel	1,263,000				1,263,000
Napierville Junction	600,000				600,000
Nelson & Fort Sheppard	2,846,800				2,846,000
New Westminster Southern	600,000				600,000
North Shore (N.B.)	98,000	35,000			133,000
Northern New Brunswick & Seaboard	298,500	297,000			595,500
Ottawa & New York	1,000,000	825,000			2,100,000
Pacific Great Eastern	25,000,000	20,160,000			45,160,000
Père Marquette (Canada)		5,870,000			5,870,000
Philipsburg Ry. & Quarry Co	124,500	40,000			164,500
Quebec Central	3,381,603	6,233,406			9,615,009
Quebec, Montreal & Southern	1,000,000		6,000,000		7,000,000
Quebec Oriental	119,500	2,047,348			2,166,848
Red Mountain	412,600				412,600
Roberval-Saguenay	2,000,000	1,260,000	10,000		3,270,000
Rutland & Noyan	100,000	100,000			200,000
Salisbury & Albert	150,000	250,000			400,000
St. Clair Tunnel	700,000	2,500,000			3,200,000
St. Lawrence & Adirondack	1,236,675	918,892			2,155,567
St. Martins	99,000	90,000			189,000
Temiscouata	1,000,000	3,099,669			4,099,669
Thousand Islands	60,000	50,000			100,000
Toronto, Hamilton & Buffalo	4,512,500	5,280,000		759,000	10,542,500
Vancouver, Victoria & Eastern	23,500,000				23,500,000
Victoria & Sidney	103,000	300,000			403,000
Victoria, Terminal & Ferry Co	560				500
York & Carleton	105,000				105,000
Final totals	1,093,885,495	825,410,999	26,010,000	29,299,000	†1,995,880,494

*On 22·19 miles only. For stock.
*Sur 22·19 milles seulement. Sur actions.

† This total includes $25,000,000 of Income Bonds issued by the Canadian Northern System, and $275,000 by the Ottawa & New York.

†Dans ce total sont compris les $25,000,000 de bons du revenu émis par le réseau du chemin de fer Canadian-Northern et les $275,000 par le chemin de fer Ottawa & New York.

9 GEORGE V, A. 1919

TABLE 3.—Statement of Aid, granted and paid to Railways
TABLEAU 3—Relevé de l'aide accordée et payée aux chemins de fer

Number / Numéro	Name of Railway. — Nom du chemin de fer.	By Dominion Government. — Par le gouvernement fédéral. Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	By Provincial — Par les Name of Province. — Nom de la province.	Subsidy Granted — Subsides accordés.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Albert Southern abandoned	50,460 00	50,460 00		N. Brunswick..	48,680 00
2	Harvey Branch	5,553 57	5,553 57		"	9,000 00
3	Alberta Central (C.P.Ry.	404,480 00	404,480 00			
4	Algoma Central and Hudson Bay.	2,048,704 00	2,048,704 00		Ontario.	199,620 00
5	Algoma Eastern..	547,648 00	547,648 00		"	265,000 00
6	Atlantic, Quebec and Western	902,800 00	902,800 00			
7	Bruce Mines and Algoma, act., Lake Huron and N Ontario	53,920 00	53,920 00		Ontario.	50,918 00
8	Canada and Gulf Terminal.	210,053 59	210,053 59		Quebec	
9	Canada Southern, including					
10	Sarnia, Chatham and Erie.				Ontario.	
11	Leamington and St. Clair	51,200 00	51,200 00		"	147,859 00
	Can. Government Rys.—					
12	Intercolonial, including Canada Eastern	374,839 84	374,839 84			
13	Drummond County	423,936 00	423,936 00		Quebec.	
14	Federietonand St. Mary's Bridge	30,000 00	30,000 00			
15	Nova Scotia Steel and Coal Co.'s Ry..	40,000 00	39,840 00		Nova Scotia	40,000 00
16	Prince Edward Island					
17	Canadian Northern: including.	374,606 00	374,606 00	25,000,000		
18	Bay of Quinte	350,455 25	350,455 25		Ontario.	84,000 00
19	Brockville, Westport and Northwestern	140,800 00	140,800 00		"	
20	Central Ontario and	205,862 79	205,862 79		"	278,000 00
21	Marmora R'ly.andMining Co	30,720 00	30,720 00		"	19,149 39
22	Edmonton, Yukon and Pacific.	160,000 00	91,200 00			
23	Inverness R'ly. and Coal Co.	627,000 00	368,545 97		Nova Scotia..	272,000 00
24	Irondale, Bancroft and Ottawa	144,000 00	144,000 00		Ontario.	315,000 00
25	Manitoba				Manitoba.	641,575 25
26	Ontario and Rainy River	1,534,526 00	1,534,526 00		Ontario.	1,072,800 00
27	Port Arthur, Duluth and Western.	271,200 00	271,200 00		"	255,571 00
28	Halifax and SouthWestern	819,874 93	819,874 93		Nova Scotia	
29	Central of N.S. and N.S Southern.	653,776 00	653,776 00		"	
30	Halifax and Yarmouth.	160,000 00	160,000 00		"	156,499 33
31	Liverpool and Milton.	32,000 00	32,000 00			
32	Middleton and Victoria Beach..	125,760 00	125,760 00			
33	Quebec and Lake St. John	1,454,695 00	1,261 463 50		Quebec	2,533,000 00
34	Can. Northern Ontario	14,775,872,00	14,467,725 94		Ontario.	
35	Can. Northern Quebec	2,020,616 89	2,020,616 89		Quebec	1,194,129 46
36	Can. Northern Alberta	3,094,104 00	3,094,104 00			
37	Can. Northern Pacific.	5,987,520 00	5,987,520 00			
38	Central of Canada.	30,145 02	30,145 02			
39	Canadian Pacific:—	30,369,374 70	30,369,374 70			
	Owned —	10,189,521 00	10,189,521 00		Manitoba	375,377 50
					British Columbia	37,500 00
40	Canada Central	1,525,250 00	1,525,250 00		Ontario.	1,479,000 00
41	Lake Timiskaming Colonization	310,335 95	310,335 95		Quebec.	350,076 82
42	Montreal and Western	361,270 00	361,270 00		"	472,500 00
43	North Shore	1,500,000 00	1,500,000 00			
44	Quebec, Montreal, Ottawa and Occidental..				Quebec	727,000 00

† Secured by the Guaranteed Bonds of the Co —†Assuré par les actions garanties de la compagnie.

SESSIONAL PAPER No. 20b

by Governments and Municipalities, to 30 June, 1918.
par les gouvernements et les municipalités jusqu'au 30 juin 1918.

Governments. — gouvernements provinciaux.			By Municipalities. — Par les municipalités.				Number. — Numéro.
Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
48,680 00	.....	.....	.....	.....	.....	.....	1
9,000 00	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	3
199,620 00	.....	.....	.....	.....	.....	.....	4
265,000 00	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	6
50,918 00	.....	.....	500 00	500 00	.....	.....	7
.....	.....	.....	20,600 00	20,600 00	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	322,500 00	322,500 00	.....	.....	10
147,859 00	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	15,000 00	15,000 00	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	15
40,000 00	.....	.....	4,000 00	4,000 00	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	650,000 00	18
84,000 00	.....	.....	197,990 43	197,990 43	.....	.....	19
.....	.....	.....	116,000 00	116,000 00	.....	.....	20
278,000 00	.....	.....	93,500 00	93,500 00	.....	.....	21
19,149 39	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	23
223,000 00	.....	.....	100,000 00	50,000 00	.....	.....	24
135,000 00	.....	.....	.....	.....	.....	.....	25
641,575 25	.....	.....	.....	.....	.....	.....	26
1,072,800 00	.....	.....	50,000 00	50,000 00	.....	.....	27
255,571 00	.....	.....	40,000 00	40,000 00	.....	.....	28
.....	†4,447,000 00	.....	.....	.....	.....	.....	29
.....	.....	.....	88,874 17	88,874 17	.....	.....	30
156,499 33	.....	.....	15,338 93	15,338 93	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	33
2,368,816 88	.....	.....	12,000 00	12,000 00	.....	450,000 00	34
.....	.....	.....	20,000 00	20,000 00	.....	.....	35
1,194,129 46	.....	.....	82,000 00	82,000 00	.....	200,000 00	36
.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	38
372,157 50	.....	.....	572,500 00	464,761 29	.....	.....	39
37,500 00							
1,479,000 00	.....	.....	.....	.....	.....	42,500 00	40
350,076 82	.....	.....	.....	.....	.....	.....	41
472,500 00	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	43
727,000 00	1,176,956 00	.....	25,000 00	25,000 00	771,644 62	.....	44

TABLE 3.—Statement of Aid granted and paid to Railways
TABLEAU 3—Relevé de l'aide accordée et payée aux chemins de

Number—Numéro.	Name of Railway — Nom du chemin de fer.	By Dominion Government. — Par le gouvernement fédéral.			By Provincial — Par les	
		Subsidy Granted — Subsides accordés.	Subsidy Paid up — Subsides payés.	Loan — Prêts.	Name of Province. — Nom de la province.	Subsidy Granted. — Subsides accordés.
	Canadian Pacific—*Con.* Leased—	$ cts	$ cts	$ cts		$ cts
45	Alberta Ry. and Irrigation Co...	148,094 00	148,094 00			
46	Esquimalt and Nanaimo	1,520,560 00	1,520,560 00			
47	Kingston and Pembroke	48,000 00	48,000 00		Ontario.	456,493 00
48	St-Maurice Valley	173,120 00	173,120 00		"	
49	Atlantic and North West	3,888,800 00	3,888,800 00		Quebec.	711,122 00
50	Cap de la Madeleine..	7,424 00	7,424 00			
51	Columbia and Kootenay	88,800 00	88,800 00			
52	Credit Valley.				Ontario.	531,000 00
53	Fredericton				N.B..	230,000 00
54	Guelph Junction.	51,200 00	46,000 00		Ontario.	
55	Guelph and Goderich...				"	
56	Lindsay, Bobcaygeon and Pontypool...	185,173 06	185,173 06		"	52,500 00
57	Manitoba and Northwestern.				Manitoba	
58	Manitoba South West Colonization...				"	
59	Montréal and Lake Maskinongé	41,280 00	41,280 00		Quebec	87,750 00
60	Montreal and Ottawa.	192,000 00	192,000 00		Ontario Quebec	100,000 00 182,210 00
61	Nakusp and Slocan.	121,600 00	117,760 00		B.C.	
62	New Brunswick..				N.B.	76,000 00
63	New Brunswick and Canada				"	575,000 00
64	New Brunswick Southern				"	413,000 00
65	Nicola, Kamloops and Similkameen.	300,800 00	300,800 00		"	
66	Northern Colonization.	355,200 00	355,200 00		Quebec	96,000 00
67	Ontario and Quebec	196,000 00	196,000 00		Ontario	
68	Ottawa, Northern and Western.	950,000 00	821,000 20		Ontario Quebec	50,000 00 1,316,389 15
69	Oxford Mountain	202,926 50	202,926 50		Quebec	138,884 92
70	Saskatchewan and Western.				Manitoba.	
71	Shuswap and Okanagan	163,200 00	163,200 00			
72	St. John Bridge and Ry. Extension			433,900 00	N.B.	5,181 81
73	St. John and Maine..				"	880,000 00
74	St. Lawrence and Ottawa				Ontario.	
75	St. Mary's and Western Ontario	67,709 00	67,709 00		"	
76	St. Stephen and Milltown.	14,848 00	14,848 00		N.B	13,920 00
77	Tilsonburg, Lake Erie and Pacific.	158,871 48	150,071 48		Ontario	38,561 00
78	Tobique Valley	134,016 00	134,016 00		N.S.	70,000 00
79	Toronto, Grey and Bruce	4,656 00	14,656 00		Ontario	375,282 00
80	Vancouver and Lulu Island	61,670 00	61,670 00			
81	West Ontario Pacific.	60,000 00	60,000 00		Ontario	
82	Cape Breton	196,800 00	196,800 00		N.S.	99,200 00
83	Caraquet	224,000 00	224,000 00		N.B	180,000 00
84	Gulf Shore	53,699 20	53,699 20		"	41,950 00
85	Colchester Coal and Ry. Co	12,800 00	12,800 00			
86	Cumberland Ry. and Coal Co	44,800 00	39,850 00		N.S	181,150 00
87	Dominion Atlantic, including					
88	Windsor and Annapolis..	1,193,369 00	1,193,369 00			
89	Cornwallis Valley	44,800 00	44,800 00		N.S	44,800 00
90	Western Counties.	500,000 00	500,000 00		"	679,197 45
91	Midland of N.S.	399,060 40	399,060 00		"	185,600 00

by Governments and Municipalities, to 30th June, 1918—*Continued*
fer par les gouvernements et les municipalités jusqu'au 30 juin 1918—*Suite.*

Governments. — gouvernements provinciaux.			By Municipalities. — Par les municipalités.				Number — Numéro.
Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscriptions to Shares. — Actions souscrites.	Subsidy Granted — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							45
							46
456,493 00			509,320 00	509,320 00			47
							48
699,192 08						325,000 00	59
							50
							51
531,000 00			1,085,000 00	1,085,000 00			52
230,000 00			80,000 00	80,000 00			53
						193,000 00	54
			31,000 00	31,000 00			55
52,500 00			73,000 00	73,000 00			56
			215,600 00	215,600 00			57
	900,000 00						58
87,750 00							59
100,000 00							60
182,210 00			5,300 00	5,300 00			
	647,074 00						61
76,000 00			23,000 00	23,000 00			62
575,000 00			47,500 00	47,500 00			63
413,000 00			3,000 00	3,000 00			64
							65
96,000 00							66
			52,500 00	52,500 00			67
50,000 00			150,000 00	150,000 00			68
1,192,672 58			101,000 00	100,000 00			
138,884 92			3,000 00	3,000 00			69
			10,000 00	10,000 00			70
							71
5,181 81							72
880,000 00		300,000 00				60,000 00	73
					300,000 00	90,000 00	74
			80,000 00	77,996 39			75
13,920 00							76
38,564 00			75,000 00	75,000 00			77
70,000 00							78
375,282 00			988,000 00	969,561 44			79
							80
			25,000 00	25,000 00			81
99,200 00			10,000 00	10,000 00			82
180,000 00							83
41,950 00							84
							85
173,650 00							86
							87
							88
44,800 00			27,685 00	27,685 00			89
679,197 45			250,000 00	250,000 00			90
183,510 40			36,000 00	36,000 00			91

TABLE 3.—Statement of Aid, granted and paid to Railways
TABLEAU 3—Relevé de l'aide accordée et payée aux chemins de fer

Number Numéro	Name of Railway. Nom du chemin de fer.	By Dominion Government. Par le gouvernement fédéral. Subsidy Granted. Subsides accordés.	Subsidy Paid up. Subsides payés.	Loan. Prêts.	By Provincial Par les Name of Province. Nom de la province.	Subsidy Granted. Subsides accordés.
		$ cts.	$ cts.	$ cts.		$ cts.
92	Edmonton D & B.C.	160,352 00	125,202 81			
93	Elgin and Havelock	†82,652 82	†82,652 82		New Brunswick	107,500 00
94	Fredericton and Grand Lake	216,576 00	216,576 00			
95	Grand Trunk, including...			15,142,633 33		
96	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
97	Brantford, Norfolk and Port Burwell				Ontario	68,000 00
98	Buffalo and Lake Huron				"	
99	Cobourg, Blairton and Marmora				"	18,740 00
100	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00			
101	Grand Trunk, Georgian Bay and Lake Erie				Ontario	336,000 00
102	Grand Junction, Belleville and N. Hastings	21,888 00	21,888 00		"	224,660 00
103	Owen Sound Branch	39,744 00	39,744 00		"	
104	Hamilton and North Western				"	565,020 00
105	London, Huron and Bruce				"	178,630 00
106	Midland, Ontario				"	168,350 00
107	Montreal and Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
108	Northern				Ontario	196,188 00
109	North Simcoe				"	83,300 00
110	Northern Pacific Junction	1,320,000 00	1,320,000 00			
111	South Norfolk	54,400 00	54,400 00		Ontario	
112	Toronto and Nipissing				"	105,212 00
113	Lake Simcoe Junction				"	53,000 00
114	Victoria				"	312,000 00
115	Waterloo Junction	32,800 00	32,800 00		"	
116	Wellington, Grey and Bruce				"	211,276 00
117	Whitby, Port Perry and Lindsay				Ontario	94,957 59
118	Canada Atlantic	282,355 20	282,355 20		Ontario	270,000 00
					Quebec	200,000 00
119	Ottawa, Arnprior and Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
120	Central Counties				"	
121	Pembroke Southern	61,000 00	64,000 00		"	55,500 00
122	Grand Trunk Pacific	‡4,994,416 66	‡4,994,416 66	17,500,000 00	"	376,320 00
		1,269,299 20	1,269,299 20			
123	Hereford	170,560 00	170,560 00		Quebec	103,000 00
124	International of New Brunswick	726,080 00	726,080 00		New Brunswick	275,000 00
125	Kent, Northern, and	58,334 27	†58,334 27		"	135,000 00
126	St. Louis and Richibucto (abandoned)	22,400 00	22,400 00		"	21,000 00
127	Kettle Valley	2,174,190 72	2,174,190 72		British Columbia	1,110,700 00
128	Klondike Mines	197,184 00	197,184 00			
129	*Kootenay Central	1,065,856 00	1,065,856 00			
130	L'Assomption (abandoned)	11,200 00	11,200 00			
131	*Lake Erie and Northern	320,191 40	320,191 40			
132	Lake Erie and Detroit River and	571,851 00	571,851 00		Ontario	83,000 00
133	London and Port Stanley				"	
134	Lotbiniere and Megantic	96,000 00	96,000 00		Quebec	126,994 00
135	Magnetawan River	3,552 00	3,552 00		Ontario	10,000 00

*Cash paid for land relinquished by Company. *Montant payé pour terres remises par la compagnie.
†Includes loan used iron rails. ‡Paid under the special "Implement Clause."
†Y compris rails de fer ayant servi. ‡Payé en vertu de "Implement Clause."

by Governments and Municipalities, to June, 1918.—*Continued.*
par les gouvernements et les municipalités jusqu'au 30 juin 1918—*Suite.*

Government. gouvernements provinciaux.			By Municipalities. Par les municipalités.				No. — N°
Subsidy Paid Up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	Subsidy Granted. — Subsides accordés.	Subsidy Paid Up. — Subsides payés.	Subsidy Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							93
107,500 00			13,000 00	13,000 00			94
							95
							96
179,073 00							97
68,000 00							98
			966,000 00	966,000 00			99
18,740 00	26,000 00		113,000 00	113,000 00			100
							101
336,000 00			929,000 00	929,000 00			102
224,660 00			213,000 00	213,000 00		50,000 00	103
			85,500 00	85,500 00			104
565,020 00			599,805 00	599,805 00			105
178,630 00			311,500 00	311,500 00			106
168,350 00			144,870 85	144,870 85			107
150,000 00			21,774 00	21,774 00			108
196,188 09			241,980 00	241,980 00		390,000 00	109
83,300 00							110
							111
			65,000 00	65,000 00			112
105,212 00			376,702 59	376,702 59			113
53,000 00			100,000 00	100,000 00			114
312,000 00			186,000 00	186,000 00			115
			47,000 00	47,000 00			116
241,276 00			682,000 00	682,000 00			117
94,957 59			222,094 93	222,094 93			118
270,000 00			154,392 00	152,900 00		32,000 00	119
200,000 00							
577,326 06							120
			24,000 00	24,000 00			121
55,500 00			20,000 00	20,000 00			122
376,320 00			350,000 00	350,000 00			123
84,226 36							124
275,000 00			5,000 00	5,000 00			125
135,000 00							126
21,000 00							127
1,110,700 00							128
							129
							130
							131
							132
83,000 00			356,500 00	356,500 00			133
					1,332,854 00	414,000 00	134
126,994 00							135
10,000 00							136

TABLE 3—Statement of Aid, granted and paid to Railways

TABLEAU 3—Relevé de l'aide accordée et payée aux chemins de fer

No. — N°	Name of Railway. — Nom du chemin de fer.	By Dominion Government. — Par le gouvernement fédéral. Subsidy Granted. — Subsides accordés.	Subsidy Paid Up. — Subsides payés.	Loan. — Prêts.	By Provincial Par les Name of Province. — Nom de la province.	Subsidy Granted. — Subsides accordés.
		$ c.	$ c.	$ c.		$ c.
136	Maritime Coal, Ry. and Power Co.	40,700 00	40,700 00		Nova Scotia	39,788 00
137	Massawippi Valley	5,376 00	5,376 00		Quebec	5,000 00
138	Minudie Coal and Ry. Co.	18,544 00	18,544 00			
140	Montreal and Atlantic; and,				Québec	444,000 00
141	Lake Champlain and St. Lawrence Jct.				"	250,280 00
142	Montreal and Province Line	58,560 00	58,560 00		"	231,122 00
143	Moncton and Buctouche	102,400 00	101,600 00		N.-Brunswick	96,000 00
144	Napierville Junction	173,440 00	173,440 00		Québec	
145	New Brunswick Coal and Ry. Co.	190,400 00	190,400 00		N.-Brunswick	224,000 00
146	New Brunswick and Prince Edward Island.	113,440 00	113,440 00		"	99,708 90
147	North Shore (N.B.)	27,616 00	27,616 00		"	16,200 00
148	Northern New Brunswick and Seaboard	108,160 00	108,160 00			
149	Ottawa and New York.	262,384 00	262,384 00		Ontario.	35,000 00
150	Phillipsburg Ry. and Quarry Co.	23,712 00	23,712 00		Québec	25,667 00
151	Pontiac and Renfrew	13,600 00	13,600 00		"	17,433 00
152	Quebec Bridge and Ry. Co.	374,353 33	374,353 33		"	250,000 00
153	Quebec Ry., Light and Power Co.	96,000 00	96,000 00		"	306,945 50
154	Quebec Central	585,038 90	585,038 90		"	1,076,123 14
155	Quebec Oriental.	846,885 01	846,885 01		"	1,596,390 00
156	*Quebec and Saguenay.	248,801 28	248,801 28			
157	Quebec, Montreal and Southern, and	515,017 19	515,017 19		Québec	207,565 00
158	United Counties East-Richelieu Valley	69,952 00	69,952 00		"	115,215 00
159	South Shore.	296,998 38	296,998 38		"	276,645 00
160	Roberval and Saguenay	231,787 80	231,787 80		"	
161	Salisbury and Albert	29,665 45	†29,391 01		N.-Brunswick	455,000 00
162	Schomberg and Aurora	48,000 00	46,144 00			
163	*Southampton (N.B.)	81,280 00	81,280 00			
164	St. Clair Tunnel.	375,000 00	375,000 00			
165	St. Lawrence and Adirondack	149,481 60	149,481 60		Québec.	70,400 00
166	St. John and Quebec.	884,236 51	884,236 51			
167	St. Martins.	83,612 54	†83,612 54		N.-Brunswick	145,600 00
168	Sydney and Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
169*	Thessalon and Northern Ontario	6,112 00	6,112 00			
170	Témiscouata	645,950 00	645,950 00		Québec	362,250 00
					N.-Brunswick.	66,000 00
171	Témiskaming and Northern Ontario	2,134,080 00	2,134,080 00			
172	Thousand-Islands	61,200 00	29,840 00		Ontario.	
173	Toronto, Hamilton and Buffalo.	57,600 00	57,600 00		"	
174	York and Carleton	32,896 00	32,896 00		N.-Brunswick	25,247 00
	Total	118,844,432 43	117,682,628 44	58,076,533 33		31,374,184 87

† Includes used iron rails. †Y compris le prêt de rails ayant servi.
‡ Includes Ha Ha Bay Railway. ‡Y compris le chemin de fer de la Baie des Ha Ha.

by Governments and Municipalities, to 30th June, 1918—*Concluded.*

par les gouvernements et les municipalités jusqu'au 30 juin 1918—*Fin.*

Governments. gouvernements provinciaux.			By Municipalities. — Par les municipalités.				No. — N°
Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	Subsidy Granted. — Subsides accordés.	Subsidy Paid up. — Subsides payés.	Loan. — Prêts.	Subscription to Shares. — Actions souscrites.	
$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	
39,788 00							137
5,000 00						65,000 00	138
							139
315,891 89						528,000 00	140
250,280 00			51,000 00	36,000 00			141
231,122 00			25,000 00	25,000 00			142
94,500 00							143
			10,000 00	10,000 00			144
224,000 00							145
99,708 90							146
16,200 00							147
							148
35,000 00			85,000 00	85,000 00			149
25,667 00							150
17,433 60							151
250,000 00			300,000 00	290,817 46			152
306,945 50							153
1,076,123 14			103,000 00	103,000 00			154
947,199 25			50,500 00	9,000 00			155
							156
207,565 00							157
115,215 00							158
276,645 00			25,000 00	25,000 00			159
			12,365 30	12,365 30			160
455,000 00			70,000 00	70,000 00			161
							162
							163
							164
70,400 00							165
							166
145,600 00							167
82,000 00							168
							169
362,250 00			25,000 00	25,000 00			170
66,000 00							
							171
			10,000 00	10,000 00			172
			268,000 00	265,500 00			173
25,247 00							174
29,940,865 16	7,197,030 00	300,000 00	12,919,693 20	12,670,837 78	2,404,498 62	3,489,500 00	

TABLE 4.—Earnings of Railways for the year ending June 30, 1918.

TABLEAU 4.—Revenu des chemins de fer pendant l'exercice terminé le 30 juin 1918.

Name of Railway. Nom du chemin de fer.	Earnings—Recettes. Passenger. Voyageurs.	Freight and Switching. Marchandises. et aiguillage.	Other Earnings from Operation. Autres recettes prov. de l'exploitation.	Total Gross including other Earnings from Operation. Total des recettes br., y comp. autre prov. de l'exploitation.	Operating Expenses. Frais d'exploitation.	Net Operating Earnings. Recettes nettes.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	99,728 79	1,591,837 78	309,275 87	2,000,842 44	1,422,226 54	578,615 90
Algoma Eastern	57,183 67	763,934 18	58,040 74	879,158 59	591,427 63	287,730 96
Alberta & Great Waterways	28,215 56	50,360 15	12,131 48	90,707 19	100,563 96	−9,856 77
Atlantic, Quebec & Western	42,758 57	139,545 77	. . . . .	182,304 34	180,668 59	1,635 75
Brandon, Saskatchewan & Hudson Bay	25,940 03	23,293 63	470 08	49,703 74	144,381 11	−94,677 37
British Yukon	45,040 55	167,336 17	3,420 47	215,797 19	122,840 70	92,956 49
Canada & Gulf Terminal	20,563 33	49,663 71	2,113 46	72,340 50	62,637 21	9,703 29
Canada Southern	4,479,533 31	10,771,470 33	113,788 74	15,364,792 38	10,126,269 77	5,238,522 61
Canadian Government Railways—						
Intercolonial	6,731,799 66	12,846,185 79	681,247 31	20,259,232 76	22,338,234 71	−2,079,001 95
Prince Edward Island	208,788 53	306,361 61	137,995 72	653,145 86	1,190,379 50	−537,233 64
International of New Brunswick	39,909 23	124,898 18	1,127 60	165,935 01	336,620 65	−170,685 64
St. John & Quebec	33,903 13	64,419 40	361 68	98,684 21	157,680 22	−58,996 01
Transcontinental	1,217,775 48	7,684,679 61	73,748 52	8,976,203 61	11,175,708 66	−2,199,505 05
Canadian Northern System	9,662,065 29	32,370,273 38	2,035,487 21	44,067,825 88	38,524,266 43	5,543,559 45
Canadian Pacific	43,583,160 36	101,706,249 34	4,984,691 95	150,274,101 65	111,569,948 96	38,704,152 69
Cape Breton	8,976 60	5,642 64	. . . . .	14,619 24	26,703 42	−12,084 18
Carnaquet & Gulf Shore	21,958 35	83,866 93	. . . . .	105,825 28	105,044 68	780 60
Central Canada	10,980 63	11,628 90	755 48	23,365 01	51,878 47	−28,513 46
Central Vermont	128,186 51	214,580 00	5,832 41	348,598 92	366,678 92	−18,080 00
Crow's Nest Southern	14,962 63	76,490 84	1,310 49	92,763 96	197,317 87	−104,553 91
Cumberland	19,174 73	103,554 77	7,086 35	129,815 85	115,146 79	14,669 06
Dominion Atlantic	476,706 29	717,001 93	19,065 76	1,212,773 98	915,553 84	297,220 14
Eastern British Columbia	2,078 60	38,560 82	772 60	41,352 02	41,650 52	−298 50
Edmonton, Dunvegan & British Columbia	233,945 10	413,221 61	17,019 42	661,186 13	546,018 85	118,167 28
Elgin & Havelock	1,360 01	14,696 79		16,056 80	20,598 51	−4,541 71
Essex Terminal		92,592 16	26,594 90	119,187 06	88,858 95	30,328 11
Esquimalt & Nanaimo	265,882 02	532,159 21	23,784 46	821,825 69	525,471 40	296,354 29
Fredericton & Grand Lake Coal & Railway Co.	11,382 30	139,458 76	80 97	150,922 03	86,056 08	64,865 95

Grand Trunk System	13,917,578 88	36,005,741 20	1,043,008 43	50,966,328 51	43,252,004 19	7,714,324 32
Grand Trunk Pacific	1,948,721 35	5,795,830 73	111,189 21	7,855,741 29	8,269,814 01	−414,072 72
Grand Trunk Pacific Branch Lines	480,425 23	1,334,050 37	22,209 75	1,836,685 35	2,455,587 85	−618,902 50
Hereford	24,272 90	44,235 01	660 42	69,168 33	155,047 60	−85,879 27
Kent Northern	11,344 04	19,385 34	1,334 68	32,064 06	23,609 41	8,454 65
Kettle Valley	243,331 25	348,841 46	15,597 44	607,770 15	646,063 41	−38,293 26
Lotbiniere & Megantic	6,167 78	35,324 22	15 00	41,507 00	35,907 56	5,599 44
Maine Central	13,696 94	7,171 76	.....	20,868 70	19,771 84	1,096 86
Manitoba Great Northern	4,991 75	17,654 52	512 09	23,158 36	125,705 53	−102,547 17
Maritime Coal, Railway & Power Co	7,132 40	100,001 47	60 00	107,193 87	78,241 23	28,952 64
Massawippi Valley	69,171 38	148,610 19	2,661 53	220,443 10	313,703 04	−93,259 94
Midland of Manitoba	136,091 99	133,953 57	13,348 48	283,394 04	364,068 26	−80,674 22
Moncton & Buctouche	12,570 16	21,147 11	1,070 20	34,787 47	61,137 85	−26,350 38
Montreal & Atlantic	234,405 31	1,171,843 60	39,465 00	1,445,713 91	1,436,751 89	8,962 02
Morrissey, Fernie & Michel	10,856 00	83,914 64	.....	94,770 64	82,528 47	12,242 17
Napierville Junction	96,742 48	195,397 92	1,234 87	293,375 27	201,396 18	91,979 09
Nelson & Fort Sheppard	23,196 92	28,859 74	3,234 50	55,291 16	108,484 41	−53,193 25
New Brunswick Coal & Railway Co	18,836 79	38,301 96	1,288 09	58,426 84	53,596 81	4,830 03
New Westminster Southern	609 97	4,394 70	1 92	5,006 59	17,617 56	−12,610 97
Ottawa & New York	118,303 57	160,498 84	1,844 77	280,647 18	356,802 84	−76,155 66
Pere Marquette	140,698 09	3,121,464 64	27,036 50	3,289,199 23	2,035,563 19	1,253,636 04
Quebec Central	519,942 81	1,409,443 62	33,171 71	1,962,558 14	1,409,308 43	553,249 71
Quebec, Montreal & Southern	171,767 83	469,053 78	4,849 62	645,671 23	674,935 58	−29,264 35
Quebec Oriental	76,758 34	224,850 79	.....	301,609 13	275,634 88	25,974 25
Quebec Railway, Light & Power Co	4,239 59	116,308 43	293 49	120,841 51	98,762 93	22,078 58
Red Mountain	2,821 09	8,890 05	476 19	12,187 33	34,070 18	−21,882 85
Roberval-Saguenay	18,879 05	162,241 92	18,421 77	199,542 74	149,987 17	49,555 57
Rutland & Noyan	2,974 64	7,682 36	.....	10,657 00	16,532 35	−5,875 35
Salisbury & Albert	9,652 03	36,167 73	4,858 05	50,677 81	50,580 06	97 75
St. Lawrence & Adirondack	266,090 33	1,081,807 31	14,987 12	1,362,884 76	725,539 39	637,345 37
St. Martins	3,707 88	10,866 83	85 65	14,660 36	18,450 87	−3,790 51
Sydney & Louisburg	56,499 20	842,922 40	21,291 36	920,712 96	813,538 60	107,174 36
Temiscouata	63,256 31	228,844 51	8,860 29	300,961 11	233,954 99	67,006 12
Temiskaming & Northern Ontario	779,174 92	1,765,936 92	105,998 03	2,651,109 87	2,172,303 51	478,806 36
Thousand Islands	13,940 17	29,195 13	3,752 93	46,888 23	32,199 89	14,688 34
Toronto, Hamilton & Buffalo	512,385 69	1,987,490 64	65,832 04	2,565,708 37	1,667,237 64	898,470 73
Vancouver, Victoria & Eastern	161,381 23	429,502 29	70,716 62	661,600 14	1,189,318 59	−527,718 45
Victoria & Sidney, B.C	19,205 10	11,655 06	284 74	31,144 90	34,431 77	−3,286 87
Victoria Terminal Railway & Ferry Co	1,434 32	725 43	42 91	2,202 66	2,185 45	17 21
Wabash (in Canada)	514,979 71	3,061 492 69	58,805 61	3,635,278 01	3,123,997 68	511,280 33
York & Carleton	1,861 74	7,783 58	.....	9,645 32	8,229 76	1,415 56
Final total	88,192,056 42	231,813,388 85	10,214,704 68	330,220,149 95	273,955,435 79	56,264,714 16

Table 5.—Earnings and Income for the year ending June 30, 1918.

Tableau 5.—Recettes et revenu pendant l'exercice terminé le 30 juin 1918.

Name of Railway — Nom du chemin de fer	Revenue from Transportation—Rail Line—Recettes provenant du service des transports—Par rails.							
	Freight. — Marchandises.	Per Ton per Mile. — Par tonne par mille.	Passenger. — Voyageurs.	Per Passenger per Mile. — Par voyageur par mille.	Excess Baggage. — Bagage supplémentaire.	Sleeping Cars. — Wagons-lits.	Parlor and Chair Car. — Wagons-salons.	Mail. — Postes.
	$ cts	Cents.	$ ct	Cents.	$ cts	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	819,528 19	·818	95,249 91	3·629	333 61			
Algoma Eastern	739,766 35	2·263	48,608 76	3·435	306 10			
Alberta & Great Waterways	50,360 15	1·001	24,101 26	3·856	26 04			1,051 42
Atlantic, Quebec & Western	139,545 77	1·599	39,152 31	2·902	535 84		579 65	
Brandon, Saskatchewan & Hudson Bay	16,791 79	1·490	21,116 71	2·701	165 81			2,442 24
British Yukon	167,336 17	6·792	38,296 53	10·386	398 27		949 34	2,748 86
Canada & Gulf Terminal	49,663 71	3·546	19,102 99	3·408	402 81			
Canada Southern	10,708,556 58	·683	3,784,273 65	2·512	26,237 88			142,943 77
Canadian Government Railways—								
Intercolonial	12,764,789 40	·616	4,915,286 81	1·727	46,614 37	329,679 09	16,258 40	375,002 08
Prince Edward Island	306,052 91	3·639	174,007 03	1·854	2,932 98		85 65	17,298 33
International of New Brunswick	123,914 99	1·139	37,504 21	2·726	228 05			1,385 28
St. John & Quebec	64,419 40	1·932	30,579 63	2·491	227 90			2,185 92
Transcontinental	7,633,336 91	·517	1,057,635 97	1·831	4,859 66	45,250 18		26,661 98
Canadian Northern System	31,689,878 08	·757	7,312,583 35	2·243	54,045 91	281,790 77	17,764 44	245,685 57
Canadian Pacific	101,003,817 08	·728	32,431,375 59	2·134	347,550 82	2,345,582 36	117,959 39	1,584,883 58
Cape Breton	5,642 64	2·871	8,301 71	2·940	70 75			
Caraquet & Gulf Shore	83,866 93	4·360	18,188 87	3·038				3,225 03
Central Canada	11,628 90	1·792	9,373 04	3·206	57 91	526 37		403 52
Central Vermont	207,046 39	1·338	100,537 13	2·715	918 96		415 83	7,098 73
Crow's Nest Southern	76,490 84	·948	11,882 29	3·522	95 94			1,288 80
Cumberland	103,554 77	3·933	14,142 57	2·667	307 40			966 03
Dominion Atlantic	714,622 51	2·309	399,151 90	2·272	3,426 36		6,144 00	24,174 64
Eastern British Columbia	38,500 82	2·268	1,803 60	5·478				275 00
Edmonton, Dunvegan & British Columbia	411,702 89	1·461	201,453 23	3·464	938 91	14,895 78		3,355 46
Elgin & Havelock	14,696 79	11·371	1,306 01	1·442				54 00
Essex Terminal	85,838 71	5·022						
Esquimalt & Nanaimo	532,018 71	2·817	226,808 09	2·910	2,042 60		5,372 00	10,068 26
Fredericton & Grand Lake Coal & Railway Co	139,458 76	1·788	10,558 62	2·784				823 68
Grand Trunk System	35,221,231 25	·777	10,938,194 96	1·924	64,048 18		90,500 62	533,099 79
Grand Trunk Pacific	5,775,464 95	·708	1,196,116 89	2·227	8,934 60	130,991 35	295 38	127,968 42
Grand Trunk Pacific Branch Lines	1,321,720 33	1·149	369,964 27	2·471	2,741 08	3,810 66	979 42	19,009 84

Hereford	44,205 63	1·356	20,422 87	4·594	141 85			2,982 12
Kent Northern	19,385 34		8,359 83		258 48			722 84
Kettle Valley	331,217 32	1·549	189,415 91	2·901	2,267 90	16,576 54		8,916 48
Lotbinière & Megantic	35,324 22	3·966	4,423 73	2·811				1,744 05
Maine Central	7,171 76	·637	12,702 10	2·492	46 46			138 94
Manitoba Great Northern	16,780 95	·909	4,178 66	2·811	33 07			283 28
Maritime Coal, Railway & Power Co	99,129 47	3·442	5,898 34	3·298	72 50			500 68
Massawippi Valley	147,178 83	·886	64,581 50	2·753	398 90			3,191 02
Midland of Manitoba	127,141 42	1·025	90,066 91	2·483	815 93	6,110 52	977 26	8,795 48
Moncton & Buctouche	21,147 11	5·176	11,463 31	2·400	13 65			785 92
Montreal & Atlantic	1,160,435 01	1·173	197,964 97	2·438	1,975 76			12,721 11
Morrissey, Fernie & Michel	78,448 03	2·758	10,856 00	1·694				
Napierville Junction	195,370 63	·806	85,771 37	3·036	684 55			588 40
Nelson & Fort Sheppard	28,859 74	2·651	19,238 62	3·315	153 54		6 76	1,510 20
New Brunswick Coal & Railway Co	38,301 96	5·679	16,217 12	2·598				1,202 56
New Westminster Southern	4,394 70	3·202	387 22	2·729	3 12			
Ottawa & New York	160,154 74	·614	86,432 22	2·609	655 90			4,837 24
Pere Marquette	3,091,880 85	·577	99,279 84	2·512	1,111 57			10,896 72
Quebec Central	1,409,443 62	1·490	446,647 68	2·300	4,164 73			27,736 70
Quebec, Montreal & Southern	467,522 19	1·276	149,982 84	2·669	1,054 52			5,187 59
Quebec Oriental	224,850 79	1·312	65,929 55	2·899	313 71		938 40	3,988 35
Quebec Railway, Light & Power Co	114,124 06	3·363	4,239 59	1·525				
Red Mountain	7,786 05	3·574	1,581 12	2·725	12 41			296 00
Roberval—Saguenay	103,565 12	1·808	17,115 05	2·823	123 81			
Rutland & Noyan	7,682 36	·694	2,893 17	2·844				21 84
Salisbury & Albert	36,167 73	3·034	6,576 83	2·673	81 81			2,527 20
St. Lawrence & Adirondack	1,081,511 99	1·078	219,434 44	1·697	828 24		Dr. 36 44	9,923 08
St. Martins	10,866 83	6·515	2,998 70	2·626				615 22
Sydney & Louisburg	827,998 87	1·590	52,143 42	2·588	481 45			1,012 00
Temiscouata	224,948 22	2·521	52,990 86	2·880	865 84			6,318 18
Temiskaming & Northern Ontario	1,756,737 75	·810	667,643 68	2·470	5,025 83		435 45	20,478 56
Thousand Islands	29,145 88	11·834	8,109 26	3·370	171 66			1,014 92
Toronto, Hamilton & Buffalo	1,851,697 73	1·370	423,774 13	2·584	2,124 32			3,828 35
Vancouver, Victoria & Eastern	381,641 50	1·250	113,167 85	2·795	877 63	4,547 02	2,950 84	11,415 10
Victoria & Sydney, B.C.	10,987 10	6·080	17,195 86	2·531				396 10
Victoria Terminal Railway & Ferry Co	725 43	6·120	1,257 06	2·483				25 29
Wabash (in Canada)	3,061,457 89	·494	369,805 82	1·361	2,582 47			
York & Carleton	7,783 58		1,557 30					32 00
Final total	228,244,416 07		67,089,362 62		595,790 35	3,179,760 94	262,576 39	3,288,733 75

TABLE 5.—Earnings and Income for the year ending June 30, 1918—*Continued.*

TABLEAU 5.—Recettes et revenu pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway Nom du chemin de fer	Revenue from Transportation—Rail Line—*Continued*—Recettes provenant du service des transports—Par rails—*Suite*							
	Express. — Messagerie.	Other Passenger Train. — Autres trains voyageurs.	Milk. — Service du lait.	Switching. — Aiguillage.	Special Service Train. — Service spécial de trains.	Other Freight Train. — Autres trains, marchandises.	Water Transfer Other. — Transport par eau.	Total. — Total.
	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts.	$ cts.
Algoma Central & Hudson Bay	1,145 27			153,551 83	970 20	4,457 50		1,078,236 51
Algoma Eastern	8,268 81			24,167 83				821,117 85
Alberta & Great Waterways	3,036 81							78,575 71
Atlantic, Quebec & Western	2,490 77							182,301 31
Brandon, Saskatchewan & Hudson Bay	2,198 74	16 55		6,501 84				49,233 66
British Yukon	2,647 55				190 00			212,566 72
Canada & Gulf Terminal	1,057 53							70,227 01
Canada Southern	311,056 80	28,220 51	1,685 45	62,907 75	1,000 13	6 00		15,096,888 58
Canadian Government Railways—								
Intercolonial	676,167 60		35,149 30	80,797 82	23,201 73	598 57		19,263,815 17
Prince Edward Island	14,433 93			308 70	3,465 52			518,585 05
International of New Brunswick	791 69			983 19	111 10			164,918 51
St. John & Quebec	909 68							98,322 53
Transcontinental	60,176 40		1,161 79	51,227 70	545 49	115 00		8,881,271 38
Canadian Northern System	1,391,958 41	11,433 60	67,141 83	680,145 30	13,305 87	250 00		41,768,983 13
Canadian Pacific	4,544,769 12	6,884 54	213,088 68	691,710 49	16,918 49	10,721 77		143,315,261 91
Cape Breton	601 14							14,619 24
Caraquet & Gulf Shore	544 45							105,825 28
Central Canada	619 79							22,609 53
Central Vermont	18,699 56	4 53	511 77	7,533 61				342,766 51
Crow's Nest Southern	1,686 22	9 28						91,453 47
Cumberland	3,758 73							122,729 50
Dominion Atlantic	38,400 00	257 26	3,973 78	2,201 09	719 00	178 33		1,193,248 87
Eastern British Columbia								40,579 42
Edmonton, Dunvegan & British Columbia	13,248 67	53 05		1,518 72				647,166 71
Elgin & Havelock								16,056 80
Essex Terminal				2,000 01		4,753 41		92,592 16
Esquimalt & Nanaimo	16,467 30		5,123 77	140 50				798,041 23
Fredericton & Grand Lake Coal & Railway								150,811 06
Grand Trunk System	1,752,474 51	12,452 98	192,501 24	784,509 95	18,383 17			19,607,396 65
Grand Trunk Pacific	358,344 87	328 15	1,774 91	20,365 78				7,620,585 33
Grand Trunk Pacific Branch Lines	70,025 74		1,450 67	12,330 01				1,802,032 05

Hereford	592 00		134 06	29 38				68,507 91
Kent Northern	2,002 89							30,729 38
Kettle Valley	17,401 40			5,745 70	8,530 20	11,878 44		591,949 89
Lotbiniere & Megantic								41,492 00
Maine Central	809 44							20,868 70
Manitoba Great Northern	493 21	3 53		873 57				22,646 27
Maritime Coal, Railway & Power Co	660 88			872 00				107,133 87
Massawippi Valley	999 96			1,431 36				217,781 57
Midland of Manitoba	18,765 13	73 30		6,785 23		26 92		259,558 10
Moncton & Buctouche	232 18		75 10					33,717 27
Montreal & Atlantic	18,521 90	25 00	3,196 57	7,698 59		3,710 00		1,406,248 91
Morrissey, Fernie & Michel				5,242 40		224 21		94,770 64
Napierville Junction	9,131 80	60	565 76	27 29				292,140 40
Nelson & Fort Sheppard	2,265 93	13 89						52,048 68
New Brunswick Coal & Railway Co	1,417 11							57,138 75
New Westminster Southern	219 00	63						5,004 67
Ottawa & New York	23,330 46	22 08	3,025 67	344 10	122 89			278,925 30
Pere Marquette	26,956 73	47 46	2,304 79	29,583 79			1,529 61	3,263,561 36
Quebec Central	33,917 98							1,921,910 71
Quebec, Montreal & Southern	15,242 20	157 80	142 88	1,531 59				640,821 61
Quebec Oriental	5,588 33							301,609 13
Quebec Railway, Light & Power Co				2,184 37	110 00			120,658 02
Red Mountain	930 28	1 28		1,104 00				11,711 14
Roberval—Saguenay	1,485 49	154 70		58,676 80				181,120 97
Rutland & Noyan	59 63							10,657 00
Salisbury & Albert	466 19							45,819 76
St. Lawrence & Adirondack	20,530 31	543 49	14,867 21	295 32	496 80			1,348,394 44
St. Martins	93 96							14,574 71
Sydney & Louisburg	2,862 33			14,923 53	312 50			899,734 10
Temiscouata	3,081 43			3,896 29				292,100 82
Temiskaming & Northern Ontario	70,828 11		157 79	9,199 17	975 00			2,531,481 34
Thousand Islands	4,644 33			49 25				43,135 30
Toronto, Hamilton & Buffalo	56,154 55	247 91		135,792 91	119 70			2,473,739 60
Vancouver, Victoria & Eastern	24,338 59	86 63		47,860 79	200 00			587,085 95
Victoria & Sidney, B.C			1,613 14	667 96				30,860 16
Victoria Terminal Railway & Ferry Co			151 97					2,159 75
Wabash (in Canada)	131,003 94	15 83	317 92	34 80				3,565,218 67
York & Carleton	272 44							9,645 32
Final total	9,824,583 29	64,024 66	550,416 08	2,917,752 37	89,677 79	36,920 15	1,529 61	316,145,544 07

TABLE 5.—Earnings and Income for the year ending June 30, 1918—*Continued.*

TABLEAU 5.—Recettes et revenu pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway — Nom du chemin de fer.	Revenue from Transportation—Water Line.—Revenu du transport—Par eau.						
	Freight. — Marchandises.	Passenger. — Voyageurs.	Excess Baggage. — Excédent de bagage.	Mail. — Postes.	Express. — Messagerie.	Other. — Autres.	Total. —
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	614,300 26						614,300 26
Algoma Eastern							
Alberta Great Waterways							
Atlantic, Quebec & Western							
Brandon, Saskatchewan & Hudson Bay							
British Yukon							
Canada & Gulf Terminal							
Canada Southern							
Canadian Government Railways—							
Intercolonial	374,441 50						374,441 50
Prince Edward Island	70,075 34	39,891 26	361 90	1,812 60	8,162 19	Dr. 2 08	120,301 21
International of New Brunswick							
New Brunswick & Prince Edward Island							
St. John & Quebec							
Transcontinental							
Canadian Northern System	29,200 29	41,771 64	0 50		5,996 62	Dr. 141,023 31	Dr. 64,054 26
Canadian Pacific	1,178,084 74	350,874 60	2,633 31	18,752 10	11,417 84	1,275 92	1,563,038 51
Cape Breton							
Carnaquet & Gulf Shore							
Central Canada							
Central Vermont							
Crow's Nest Southern							
Cumberland							
Dominion Atlantic							
Eastern British Columbia							
Edmonton, Dunvegan & British Columbia							
Elgin & Havelock							
Essex Terminal							
Esquimalt & Nanaimo							
Fredericton & Grand Lake Coal and Railway Co.							
Grand Trunk System							
Grand Trunk Pacific							
Grand Trunk Pacific Branch Lines							
Hereford							

Kent Northern							
Kettle Valley							
Lotbinière & Megantic							
Maine Central							
Manitoba & Great Northern							
Maritime Coal, Railway & Power Co							
Massawippi Valley							
Midland of Manitoba							
Moncton & Buctouche							
Montreal & Atlantic							
Morrissey, Fernie & Michel							
Napierville Junction							
Nelson & Fort Sheppard							
New Brunswick Coal & Railway Co							
New Westminster Southern							
Northern New Brunswick & Seaboard							
North Shore							
Ottawa & New York							
Pacific Great Eastern							
Père Marquette							
Quebec Central							
Quebec, Montreal & Southern							
Quebec Oriental							
Quebec Railway, Light & Power Co							
Red Mountain							
Roberval Saguenay							
Rutland & Noyan							
Salisbury & Albert							
St. Lawrence & Adirondack							
St. Martins							
Sydney & Louisburg							
Temiscouata							
Temiskaming & Northern Ontario							
Thousand Islands							
Toronto, Hamilton & Buffalo							
Vancouver, Victoria & Eastern							
Victoria & Sidney, B.C.							
Victoria Terminal Railway & Ferry Co							
Wabash (in Canada)							
York & Carleton							
Final total	2,266,102 13	432,537 50	2,995 71	20,564 70	25,576 65	Dr. 139,749 47	2,608,027 22

TABLE 5.—Earnings and Income for the year ending June 30, 1918.—*Continued.*

TABLEAU 5.—Recettes et revenu pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. Nom du chemin de fer.	Incidental.—Dépenses incidentes.				
	Dining and Buffet. Réfectoire et buffet.	Hotel and Restaurant. Hôtel et restaurant.	Station, Train, Boat Privileges. Priviléges de gares, trains et bateaux.	Parcel Room. Salle des colis.	Storage Freight. Emmagasinage de marchandises.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay					16,871 62
Algoma Eastern			10 00		13,101 15
Alberta Great Waterways			600 00		24 79
Atlantic, Quebec & Western					
Brandon, Saskatchewan & Hudson Bay				0 40	63 02
British Yukon					16 90
Canada & Gulf Terminal					0 65
Canada Southern	155,115 19	27,349 16	4,818 71	5,607 23	1,325 91
Canadian Government Railways—					
Intercolonial	337,342 01	49,770 87	11,592 11		15,925 18
Prince Edward Island	30 61		1,270 75		1,059 32
International of New Brunswick			156 12		61 70
New Brunswick & Prince Edward Island					
St. John & Quebec			45 00		7 83
Transcontinental	21,729 20		3,968 06	1,409 81	5,837 05
Canadian Northern System	276,661 41	143,570 32	7,806 14	12,423 03	37,218 41
Canadian Pacific	1,991,066 28	406,827 78	9,854 79	54,282 70	195,388 41
Cape Breton					
Carnquet & Gulf Shore					
Central Canada					89 70
Central Vermont			4 93	16 40	275 97
Crow's Nest Southern				12 40	1 00
Cumberland					
Dominion Atlantic	1,178 35		900 00		863 94
Eastern British Columbia					
Edmonton, Dunvegan & British Columbia			3,045 83		275 77
Elgin & Havelock					
Essex Terminal					
Esquimalt & Nanaimo			208 60		911 54
Fredericton & Grand Lake Coal & Railway Co					
Grand Trunk System	334,306 60		38,758 42	13,872 42	41,639 04
Grand Trunk Pacific	123,966 75		540 00	651 00	1,893 43
Grand Trunk Pacific and Branch Lines	12,443 55			137 20	702 53

Hereford				8 00		11 67
Kent Northern						24 63
Kettle Valley	8,753 02					79 04
Lotbinière & Megantic						
Maine Central						
Manitoba & Great Northern				0 60		23 89
Maritime Coal, Railway & Power Co						
Massawippi Valley						375 56
Midland of Manitoba	10,487 46		2 97			1,162 80
Moncton & Buctouche						
Montreal & Atlantic						1,288 64
Morrissey, Fernie & Michel						
Napierville Junction						53 36
Nelson & Fort Sheppard	7 98			0 80		2 35
New Brunswick Coal & Railway Co						
New Westminster Southern				1 91		
Northern New Brunswick & Seaboard						
North Shore						
Ottawa & New York			34 32			514 17
Pacific Great Eastern						
Père Marquette	130 98		133 65	1 50		783 39
Quebec Central	7,475 72		4,896 62			1,311 10
Quebec, Montreal & Southern			120 00			845 43
Quebec Oriental						
Quebec Railway, Light & Power Co			61 25	3 62		54 74
Red Mountain				2 40		7 35
Roberval & Saguenay						
Rutland & Noyan						
Salisbury & Albert						
St. Lawrence & Adirondack			347 60			24 23
St. Martins						
Sydney & Louisburg						84 89
Temiscouata			500 00			183 01
Temiskaming & Northern Ontario	14,605 50		7,795 76			1,272 82
Thousand Islands						30 36
Toronto, Hamilton & Buffalo	26,256 43		396 48			968 58
Vancouver, Victoria & Eastern	3,997 57		82 55	48 06	Dr.	92 13
Victoria & Sidney, B.C						1 80
Victoria Terminal Railway & Ferry Co						24 85
Wabash (in Canada)	11,253 73		896 81			181 74
York & Carleton						
Final total	3,336,808 34	627,518 13	98,847 47	88,479 48		342,772 95

TABLE 5.—Earnings and Income for the year ending June 30, 1918 *Continued.*

TABLEAU 5.—Recettes et revenu pendant l'exercice terminé le 30 juin 1918 *Suite.*

Name of Railway Nom du chemin de fer.	Incidental—*Continued.*—Dépenses incidentes—*Suite.*				
	Storage Baggage. Emmagasinage de bagage.	Demurrage. Surestarie.	Telegraph and Telephone. Télégraphe et téléphone.	Grain Elevators. Elévateurs à grains.	Stockyards Cours à bestiaux.
	$ cts	$ cts	$ cts	$ cts	$ cts
Algoma Central & Hudson Bay		169,815 57	1,138 25		
Algoma Eastern		5,872 00	811 22		
Alberta & Great Waterways	0 45	141 00	158 95		
Atlantic, Quebec & Western					
Brandon, Saskatchewan & Hudson Bay	6 00	321 00	64 44		
British Yukon			534 86		
Canada & Gulf Terminal		613 00			
Canada Southern	3,032 97	39,613 90	230 98		19,892 08
Canadian Government Railways—					
Intercolonial	1,168 67	104,018 85	2 85	32,227 28	
Prince Edward Island	43 96	728 86	140 06		
International of New Brunswick		313 90	412 56		
New Brunswick & Prince Edward Island					
St. John & Quebec		323 00	5 00		
Transcontinental	768 83	13,039 05	12,841 88		
Canadian Northern System	6,622 74	245,071 53	180,608 20	129,878 58	2,508 33
Canadian Pacific	47,237 01	600,517 47		594,530 28	
Cape Breton					
Caraquet & Gulf Shore					
Central Canada	12 90	43 77	174 71		
Central Vermont	1 00	2,787 50			
Crow's Nest Southern	9 65	265 00	298 75		
Cumberland		389 40			
Dominion Atlantic	11 75	7,017 25	1 03		
Eastern British Columbia		153 00	36 25		
Edmonton, Dunvegan & British Columbia	20 65	1,014 30	3,533 93		
Elgin & Havelock					
Esset Terminal		6,323 00			
Esquimalt & Nanaimo	97 00	4,847 00			
Fredericton & Grand Lake					
Grand Trunk System	18,318 60	499,044 73	2,979 66	131,818 85	
Grand Trunk Pacific	2,153 10	19,083 51			2,458 86

Grand Trunk Pacific Branch Lines	671 10	10,663 15			
Hereford		298 00			
Keat Northern			120 05		
Kettle Valley	45 45	921 00	664 86		
Lotbiniere & Megantic					
Maine Central					
Manitoba Great Northern	1 55	250 00	55 01		
Maritime Coal, Railway & Power					
Massawippi Valley	96 70	1,363 60	553 59		
Midland of Manitoba		5,906 38			
Moncton & Buctouche					
Montreal & Atlantic	21 16	25,785 80			
Morrissey, Fernie & Michel					
Napierville Junction		1,126 00	55 51		
Nelson & Fort Sheppard	46 40	1,166 00	1,891 84		
New Brunswick Coal & Railway Co					
New Westminster Southern	2 35		4 82		
Northern New Brunswick & Seaboard					
North Shore					
Ottawa & New York	1 30	1,032 00	11 93		
Pacific & Great Eastern					
Pere Marquette	9 20	14,806 00	70 00		
Quebec Central	263 88	12,178 00			
Quebec, Montreal & Southern	12 85	3,298 30	573 04		
Quebec Oriental					
Quebec Railway, Light & Power Co					
Red Mountain	6 00	225 00	233 40		
Roberval-Saguenay		19 37	5,463 00		
Rutland & Noyan					
Salisbury & Albert			243 39		
St. Lawrence & Adirondack		14,089 03	8 21		
St. Martins			85 65		
Sydney & Louisburg		2,953 55	112 36		
Temiscouata		5,627 43			
Temiskaming & Northern Ontario	376 40	20,922 00	61,828 32		
Thousand Islands		510 00	554 39		
Toronto, Hamilton & Buffalo	22 60	62,170 75			
Vancouver, Victoria & Eastern	882 58	13,987 09	1,634 64		
Victoria & Sidney, B.C.		282 94			
Victoria Terminal Railway & Ferry Co		18 06			
Wabash (in Canada)	87 39	15,624 48			
York & Carleton					
Final total	85,052 19	1,936,611 52	281,167 59	888,454 99	24,859 27

TABLE 5.—Earnings and Income for the year ending June 30, 1918—*Concluded.*

TABLEAU 5.—Recettes et revenu pendant l'exercice terminé le 30 juin 1918—*Fin.*

Name of Railway. / Nom du chemin de fer	Incidental *Concluded.* Dépenses incidentes—*Fin.*			Joint Facility—Facilités de raccordement.		
	Rents of Buildings and other Property. / Loyers de bâtiments et autres propriétés.	Miscellaneous. / Divers.	Total.	Joint Facility. Cr. / Facilités de raccordement.	Joint Facility. Dr. / Facilités de raccordement.	Total Operating Revenues. / Total des revenus d'exploitation.
	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts
Algoma Central & Hudson Bay	556 66	116,923 57	308,305 67			2,000,842 44
Algoma Eastern		38,246 37	58,040 74			879,158 59
Alberta & Great Waterways	5,718 00	4,887 21	11,530 40	601 08		90,707 19
Atlantic, Quebec & Western						182,301 34
Brandon, Saskatchewan & Hudson Bay		15 22	470 08			49,703 74
British Yukon	1,030 00	1,648 71	3,230 47			215,797 19
Canada & Gulf Terminal		1,499 81	2,113 46			72,340 50
Canada Southern	6,713 13	4,204 51	267,903 80			15,364,792 38
Canadian Government Railways—						
Intercolonial	26,598 62	39,299 65	620,916 09			20,259,232 76
Prince Edward Island	702 70	10,283 34	14,259 60			653,145 86
International of New Brunswick	6 00	36 22	1,016 50			165,935 01
New Brunswick and Prince Edward Island						
St. John & Quebec	10 00 Dr	29 15	361 68			98,684 21
Transcontinental	17,637 99	17,700 36	91,932 23			8,976,203 61
Canadian Northern System	171,844 52	783,663 04	1,997,876 25	368,539 91	3,519 15	44,067,825 88
Canadian Pacific	916,684 61	563,168 69	5,409,858 05	7,916 34	21,973 16	150,274,101 65
Cape Breton						14,619 24
Caraquet & Gulf Shore						105,825 28
Central Canada		434 40	755 48			23,365 01
Central Vermont	2,530 79	216 00	5,832 41			348,598 92
Crow's Nest Southern	717 33	6 36	1,310 49			92,763 96
Cumberland		6,656 95	7,086 35			129,815 85
Dominion Atlantic	8,828 27	694 52	19,525 11			1,212,773 98
Eastern British Columbia	583 35		772 60			41,352 02
Edmonton, Dunvegan & British Columbia	3,231 86	4,780 30	15,905 64	1,714 86	601 08	664,186 13
Elgin & Havelock						16,056 80
Essex Terminal	1,015 00	19,256 90	26,591 90			119,187 06
Esquimalt & Nanaimo	17,231 68	485 64	23,784 46			821,825 69
Fredericton & Grand Lake		80 97	80 97			150,922 03
Grand Trunk System	190,633 56	155,699 89	1,427,071 77	5,550 10	73,690 01	50,966,328 51

Grand Trunk Pacific	38,147 93	21,074 66	209,969 24	25,186 88	0 16	7,855,741 29
Grand Trunk Pacific Branch Lines	8,113 09	1,922 68	34,653 30			1,836,685 35
Hereford	202 75	140 00	660 42			69,168 33
Kent Northern		1,190 00	1,334 68			32,064 06
Kettle Valley	1,033 24	4,323 65	15,820 26			607,770 15
Lotbiniere & Megantic	15 00		15 00			41,507 00
Maine Central						20,868 70
Manitoba Great Northern		180 88	511 93	0 16		23,158 36
Maritime Coal, Railway & Power	60 00		60 00			107,193 87
Massawippi Valley		272 08	2,661 53			220,443 10
Midland of Manitoba	517 68	5,758 65	23,835 94			283,394 04
Moncton & Buctouche	973 30	96 90	1,070 20			34,787 47
Montreal & Atlantic	2,864 27	9,487 61	39,447 48	17 52		1,445,713 91
Morrissey, Fernie & Michel						94,770 64
Napierville Junction			1,234 87			293,375 27
Nelson & Fort Sheppard		127 11	3,242 48			55,291 16
New Brunswick Coal & Railway Co		1,288 09	1,288 09			58,426 84
New Westminster Southern		Dr. 7 16	1 92			5,006 59
Ottawa & New York		128 16	1,721 88			280,647 18
Pere Marquette	6,392 07	3,311 08	25,637 87			3,289,199 23
Quebec Central	12,031 46	2,490 65	40,647 43			1,962,558 14
Quebec, Montreal & Southern			4,849 62			645,671 23
Quebec Oriental						301,609 13
Quebec, Railway Light & Power Co	38 30	25 58	183 49			120,841 51
Red Mountain		2 04	476 19			12,187 33
Roberval-Saguenay	1,440 67	11,498 73	18,421 77			199,542 74
Rutland & Noyan						10,657 00
Salisbury & Albert	113 05	4,501 61	4,858 05			50,677 81
St. Lawrence & Adirondack	23 00	Dr. 1 75	14,490 32			1,362,884 76
St. Martins			85 65			14,660 36
Sydney & Louisburg		17,828 06	20,978 86			920,712 96
Temiscouata	88 80	2,461 05	8,860 29			300,961 11
Temiskaming & Northern Ontario	8,750 09	4,825 60	120,376 49		747 96	2,651,109 87
Thousand Islands	1,139 07	1,519 11	3,752 93			46,888 23
Toronto, Hamilton & Buffalo	381 03	1,772 90	91,968 77			2,565,708 37
Vancouver, Victoria & Eastern	3,371 60	50,770 38	74,682 34		168 15	661,600 14
Victoria & Sidney, B.C.			284 74			31,144 90
Victoria Terminal Railway & Ferry Co			42 91			2,202 66
Wabash (in Canada)	44 36	1,298 02	29,386 53	40,672 81		3,635,278 01
York & Carleton						9,645 32
Final total	1,488,020 86	1,918,485 88	11,117,078 67	450,199 66	100,699 67	330,220,149 95

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918.

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918.

Name of Railway. — Nom du chemin de fer.	Maintenance of Way and Structures.—Entretien des voies et constructions.							
	Superintendence. — Surintendance.	Roadway maintenance. — Entretien des chemins.	Underground Power Tubes — Conduits souterrains pour force motrice.	Tunnels and Subways. — Tunnels et passages sous voies.	Bridges Trestles, and Culverts. — Ponts, croisillons et ponceaux.	Elevated Structures. — Constructions élevées.	Ties. — Traverses.	Rails. — Rails.
	$ cts.	$ cts.	$ cts.	$ cts	$ cts	$ cts	$ cts.	$ cts.
Algoma Central & Hudson Bay	12,394 06	55,667 23			33,566 12		18,183 53	686 85
Algoma Eastern	6,165 28	18,722 26			4,580 51		6,787 01	47 01
Alberta & Great Waterways	1,609 75	1,609 64			252 81		294 00	451 02
Atlantic, Quebec & Western	1,839 42	31,045 51		845 65	4,057 94		1,180 16	92 86
Brandon, Saskatchewan & Hudson Bay	5,188 51	8,488 47			516 51		16,888 57	Cr. 347 01
British Yukon	28 85				2,382 56		1,560 53	289 91
Canada & Gulf Terminal	807 14	7,319 16			58 13		1,440 30	
Canada Southern	97,614 36	158,241 31		39,406 45	41,499 03		261,114 53	39,958 19
Canadian Government Railways—								
Intercolonial	200,278 56	258,944 92		3,882 76	150,153 18		390,934 90	413,572 63
Prince Edward Island	21,317 56	29,151 20			9,704 11		41,190 53	Cr. 5,393 63
International of New Brunswick	6,955 36	10,177 27			1,857 38		9,603 57	500 25
St. John & Quebec	3,920 36	15,765 40			2,108 75		1,731 30	Cr. 303 39
Transcontinental	148,488 11	338,827 38		Cr 666 85	184,413 61		431,459 77	742,483 80
Canadian Northern System	318,935 31	1,177,195 36		4,213 23	542,495 58	8 13	967,767 86	65,893 76
Canadian Pacific	695,767 91	2,230,904 98		56,938 37	887,198 37		2,138,542 90	479,229 30
Cape Breton		4,421 15			1,455 19		1,897 81	
Carraquet & Gulf Shore	1,285 00	7,350 10			1,816 86		6,826 27	
Central Canada	699 19	4,914 08		22 70	717 04		415 00	385 44
Central Vermont	2,930 14	11,348 78			30,087 43		25,932 30	407 29
Crow's Nest Southern	7,247 88	22,336 77			6,313 75		12,017 14	Cr. 14,392 30
Cumberland	1,210 55	14,833 20			816 27		4,768 65	371 25
Dominion Atlantic	9,682 35	27,574 26			10,968 12		36,081 36	24,000 00
Eastern British Columbia	813 54	6,177 42			3,560 87		1,062 25	
Edmonton, Dunvegan & British Columbia	6,159 17	26,422 37		34 50	3,176 77		6,556 50	2,261 33
Elgin & Havelock	68 40	69 80			519 04			
Essex Terminal		6,936 67					5,739 06	5,343 23
Esquimalt & Nanaimo	10,506 28	40,130 89			19,373 02		14,613 70	Cr. 2,257 02
Fredericton & Grand Lake Coal & Ry. Co		814 44	914 07		74 08		944 23	
Grand Trunk System	208,354 43	478,563 66			357,581 36		818,146 10	561,072 74

Grand Trunk Pacific	107,430 26	490,538 92		518 19	169,860 47		99,924 57	8,388 21
Grand Trunk Pacific Branch Lines	59,907 69	110,636 65			21,437 10		32,266 77	228 89
Hereford	1,815 84	5,444 17			1,474 16		7,211 83	2,718 45
Kent Northern	1,115 00	2,016 30					696 48	307 68
Kettle Valley	15,406 27	181,047 45		491 58	26,098 17		4,206 64	142 54
Lotbiniere & Megantic		7,765 22			421 65		3,312 87	5 52
Maine Central	45 00	1,072 64			619 56		779 59	
Manitoba Great Northern	6,005 41	6,578 26			1,027 76		15,922 86	2 45
Maritime Coal, Railway & Power Co	969 67	15,476 02			1,262 05		2,506 00	
Massawippi Valley	2,976 04	6,194 11			2,141 83		14,135 41	7,601 42
Midland Railway of Manitoba	3,717 54	269 88			61 80		49 75	109 90
Moncton & Buctouche	498 50	4,822 79			2,175 73		1,009 03	701 78
Montreal & Atlantic	8,236 91	28,063 87			36,173 15		26,343 29	5,193 37
Morrissey, Fernie & Michel		7,784 78					1,565 18	
Napierville Junction	2,192 99	2,141 31			436 06		5,126 60	8,403 22
Nelson & Fort Sheppard	5,079 50	6,982 71			1,978 82		5,431 91	13 73
New Brunswiek Coal & Railway Co	780 68	1,144 13			8,763 14		709 94	42 81
New Westminster Southern	1,894 26	3,418 50			240 60		230 16	4 02
Ottawa & New York	3,740 15	8,910 95			5,897 76		5,883 79	1,940 59
Pere Marquette	15,975 52	22,902 60			3,984 14		61,817 01	4,533 61
Quebec Central	9,714 79	122,161 22			6,055 24		34,500 00	24,000 00
Quebec, Montreal & Southern	13,309 22	20,220 69			7,106 45		24,504 65	Cr. 1,237 14
Quebec Oriental	2,176 80	44,563 40			11,745 50		9,488 65	438 80
Quebec Railway, Light & Power Co	397 41	4,871 35			334 67		1,214 52	
Red Mountain	929 64	2,053 86			1,051 60		1,696 94	26 29
Roberval-Saguenay	2,156 41	5,869 49			889 55		1,350 97	
Rutland & Noyan	288 56	526 29			198 13		872 63	Cr. 52 05
Salisbury & Albert	938 60	10,137 80			119 05		3,092 99	189 87
St. Lawrence & Adirondack	2,952 40	11,036 82			7,723 59		26,814 46	Cr. 585 49
St. Martins	118 18	3,238 98			1,106 98		1,298 30	
Sydney & Louisburg	5,370 40	64,917 50			3,144 01		22,180 87	23,674 00
Temiscouata	2,638 12	36,494 32			5,376 49		8,969 53	835 61
Temiskaming & Northern Ontario	24,989 27	57,767 36			10,375 14		25,407 80	39,715 93
Thousand Islands	570 00	1,554 65			85 12		849 04	
Toronto, Hamilton & Buffalo	25,406 62	47,329 30		1,937 55	10,175 83		32,590 38	15,302 95
Vancouver, Victoria & Eastern	35,157 78	64,850 17		906 37	55,485 17		46,112 17	5,857 59
Victoria & Sydney, B.C.	571 20	4,249 05			80 59		135 53	39 76
Victoria Terminal Railway & Ferry Co	26 42	215 59					8 66	14 91
Wabash (in Canada)	367 46							
York & Carleton	0 50	1,479 88					132 60	
Final total	2,136,164 51	6,400,705 67	914 07	108,530 15	2,706,402 35	8 13	5,754,030 29	2,462,924 73

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. Nom du chemin de fer.	Maintenance of Way and Structures—*Continued.*—Entretien des voies et construction—*Suite.*							
	Other Track Material. — Autre matériel des voies ferrées.	Ballast. — Ballast.	Tracklaying and Surfacing. — Passage de voie et nivellement.	Right of way Fences. — Droit de passage clôtures.	Snow and Sand Fences and Snow Sheds. — Abris contre les neiges et les sables.	Crossings and Signs. — Passages à niveau et indicateurs.	Station and Office Buildings. — Edifices de gares et de bureaux.	Roadway Buildings. — Bâtiments sur la voie.
Algoma Central & Hudson Bay	5,044 11	3,790 81	129,665 81	165 71	.....	652 01	3,464 07	589 54
Algoma Eastern	10,519 36	6,000 00	46,977 08	442 43	165 32	173 85	1,614 59	2,859 91
Alberta & Great Waterways	132 94	. .	8,636 84	84 15	89 05	200 17	126 44	38 11
Atlantic, Quebec & Western	835 51	. .	. .	702 41	1,519 11	312 28	326 10	775 28
Brandon, Saskatchewan & Hudson Bay	76 91	. .	15,738 30	1,727 51	671 68	102 78	1,776 25	192 00
British Yukon	261 41	147 06	13,290 14	. .	519 04	15 77	. .	4,651 40
Canada & Gulf Terminal	99 44	. .	. .	. .	90 17	420 31	. .	399 29
Canada Southern	84,626 96	58,048 09	563,543 57	18,746 48	. .	16,973 98	27,864 87	3,837 67
Canadian Government Railways—								
Intercolonial	489,273 76	147,351 19	1,170,320 82	48,239 09	2,573 95	41,165 19	256,318 12	10,253 79
Prince Edward Island	5,899 42	6,711 69	60,592 59	10,065 11	1,261 15	704 59	16,423 90	38 48
International of New Brunswick	11,037 91	13,763 23	39,588 42	139 63	91 53	279 36	2,572 43	125 74
St. John & Quebec	2,267 21	268 24	15,272 40	704 37	. .	358 79	1,206 80	33 80
Transcontinental	235,089 44	29,802 40	1,009,104 65	8,024 98	2,209 17	9,206 96	92,137 36	17,697 55
Canadian Northern System	210,681 05	56,996 64	2,651,651 70	45,963 27	11,821 27	34,260 36	192,019 91	30,776 56
Canadian Pacific	633,048 05	537,655 73	5,503,383 36	231,123 70	81,769 10	144,044 38	1,074,962 95	124,723 06
Cape Breton	. .	. .	. .	78 71	. .	. .	270 36	.....
Carnquet & Gulf Shore	881 00	10,242 87	. .	. .	251 60	. .	327 10	.....
Central Canada	18 84	40 95	8,841 08	11 50	. .	113 29	50 18	4 47
Central Vermont	3,945 26	3,715 29	36,111 92	4,656 24	180 85	662 45	1,138 41	22 60
Crow's Nest Southern	414 96	. .	24,595 12	319 64	8 47	98 32	260 18	57 33
Cumberland	756 59	. .	. .	. .	60 64	806 94	.....	795 32
Dominion Atlantic	10,064 21	3,427 38	58,178 10	2,291 53	. .	3,774 57	6,788 47	211 91
Eastern British Columbia	168 12	. .	. .	. .	. .	. .	97 98	33 50
Edmonton, Dunvegan & British Columbia	1,305 51	2,908 89	93,471 45	226 57	47 04	667 92	1,584 56	329 83
Elgin & Havelock	. .	4 50	1,806 61	.....	.....	.....	.....	.....
Essex Terminal	331 45	274 63	. .	. .	. .	. .	. .	. .
Esquimalt & Nanaimo	3,718 82 Cr.	133 89	38,968 56	1,081 03	.....	827 42	5,344 61	427 79
Fredericton & Grand Lake Coal & Ry. Co	1,598 89	. .	12,347 00	54 60	162 23	5 66	324 41	1 08
Grand Trunk System	396,600 60	82,581 49	1,708,144 14	106,910 90	26,478 69	163,352 77	307,423 47	20,554 33
Grand Trunk Pacific	60,361 75	49,500 20	694,942 24	5,231 76	260 03	5,890 38	34,404 29	4,053 22

Grand Trunk Pacific Branch Lines	15,471 98	16,844 23	277,535 47	6,033 70	740 32	3,496 47	12,219 15	1,756 69
Hereford	1,781 22	296 11	16,363 57	2,475 07		208 61	1,050 14	212 63
Kent Northern							1,390 12	
Kettle Valley	1,856 18	772 66	21,340 95	1,008 01	624 08		1,659 18	633 48
Lotbiniere & Megantic	154 03					9 13		97 04
Maine Central		56 55	546 25					7 20
Manitoba Great Northern	299 40		26,441 81	169 63	159 41	137 58	108 40	465 73
Maritime Coal, Railway & Power Co							200 00	
Massawippi Valley	6,618 09		20,059 64	761 61		866 99	873 65	234 72
Midland Railway of Manitoba	142 65	357 78	2,121 39			218 88	371 84	3 07
Moncton & Buctouche		586 30	1,489 73	174 30				
Montreal & Atlantic	10,572 90	4,988 54	70,220 87	8,441 32	2,929 41	2,168 38	18,734 48	78 10
Morrissey, Fernie & Michel	59 91							
Napierville Junction	558 97	923 06	12,803 13	500 48	109 40	577 87	151 69	0 50
Nelson & Fort Sheppard	131 42		13,108 75	62 15	8 25	40 25	151 17	61 54
New Brunswick Coal & Railway Co	126 91	213 90	12,551 46	30 00		13 89	380 04	36 37
New Westminster Southern	1 80		1,572 39			52 32	5 62	
Ottawa & New York	77 73	3,550 43	21,768 13	2,506 25	59 78	563 81	5,910 76	647 77
Pere Marquette	15,861 73	977 67	65,960 69	5,611 38	45 63	2,958 76	6,881 70	773 93
Quebec Central	4,277 38	22,000 00	21,557 86	3,341 90	484 68	371 32	216 70	3,792 21
Quebec, Montreal & Southern	8,434 12	181 64	48,192 96	3,201 39	5 00	2,959 19	4,807 31	60 43
Quebec Oriental	3,604 51	22,362 37		863 47	2,156 35	662 10	840 45	1,291 71
Quebec Railway, Light & Power Co	145 70	160 06			30 09	553 12	1,672 78	
Red Mountain	58 43		3,897 91	77 75		26 29	146 63	4 50
Roberval-Saguenay	531 89	2,898 44	3,025 00	6,025 13	623 56	162 44	1,232 54	
Rutland & Noyan	185 02	27 71	1,445 70	57 17	9 48	37 82	232 54	10 56
Salisbury & Albert	572 80	419 30			89 19	2 76	465 90	
St. Lawrence & Adirondack	4,824 65	5,181 85	26,711 71	1,861 53		778 95	3,386 41	584 53
St. Martins	198 30		1,202 83					
Sydney & Louisburg		12,120 00		2,307 60	559 02			4,034 59
Temiscouata	1,897 79			69 86		595 87		1,608 42
Temiskaming & Northern Ontario	28,567 91	870 07	135,206 48	3,629 06	31 93	1,373 08	27,161 64	7,523 42
Thousand Islands	127 30			123 41			1,019 69	
Toronto, Hamilton & Buffalo	15,347 76	10,150 07	88,791 29	10,347 78	69 14	3,946 51	19,106 07	319 84
Vancouver, Victoria & Eastern	5,616 54	3,983 30	131,365 05	1,073 53	5 35	2,580 71	10,121 04	635 41
Victoria & Sydney, B.C	5 05		155 78			39 77	376 57	6 58
Victoria Terminal Railway & Ferry Co	0 44			2 72		6 01	61 47	
Wabash (in Canada)	46 36		8 80				235 90	
York & Carleton	55 67		199 23					
Final total	2,297,277 12	1,123,019 43	14,930,816 73	547,747 52	139,000 16	450,389 39	2,149,999 39	248,364 53

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin, 1918—*Suite.*

Name of Railway. / Nom du chemin de fer.	Maintenance of Way of Structures—*Continued.* Entretien des voies et constructions—*Suite.*							
	Water Stations. / Stations pour eau.	Fuel Stations. / Stations pour combustible.	Shops and Enginehouses / Ateliers et abris de machines.	Grain Elevators. / Élévateurs à grain.	Storage Warehouses. / Entrepôts d'emmagasinage.	Wharves and Docks. / Quais et docks.	Coal and Ore Wharves. / Quais à houille et minerai.	Gas-producing Plants. / Matériel pour production du gaz.
	$ cts	$ cts	$ cts	$ cts.	$ cts	$ cts	$ cts	$ cts
Algoma Central & Hudson Bay	4,274 30	841 32	4,687 51				31,328 66	
Algoma Eastern	597 70	94 32	1,167 07				14,499 95	
Alberta & Great Waterways	781 97							
Atlantic, Quebec & Western								
Brandon, Saskatchewan & Hudson Bay	892 83	8 05	506 74					
British Yukon						297 66		
Canada & Gulf Terminal								
Canada Southern	17,110 74	4,785 43	29,344 46			973 61		
Canadian Government Railways—								
Intercolonial	36,504 90	27,340 00	149,889 12	3,625 00	121 78	97,498 26		1,326 83
Prince Edward Island	2,371 10	7,578 31	2,498 11			2,785 20		
International of New Brunswick	1,715 70	305 68	191 18					
St. John & Quebec	556 96		177 84					
Transcontinental	50,926 06	10,737 53	89,712 99	3,066 07		10 15		
Canadian Northern System	174,829 16	27,905 46	133,009 65	Cr. 5 23		4,849 97	732 26	148 75
Canadian Pacific	464,695 79	187,807 68	701,168 70	79,990 92	2,876 96	70,401 81	87,262 99	
Cape Breton								
Caraquet & Gulf Shore								
Central Canada	680 72							
Central Vermont	1,061 95	165 41	843 18			1 42		
Crow's Nest Southern	713 67	45 28	317 18					
Cumberland			868 78					
Dominion Atlantic	1,526 19	2,937 21	4,602 99			3,700 08		
Eastern British Columbia	52 95		186 32					
Edmonton, Dunvegan & British Columbia	3,896 17	2 40	1,797 69					
Elgin & Havelock								
Essex Terminal								
Esquimalt & Nanaimo	685 25	1,701 66	1,471 22			84 38		
Fredericton & Grand Lake Coal & Ry. Co	334 31		2 05					
Grand Trunk System	62,761 46	41,814 04	426,194 88	12,821 19		7,589 18	558 25	
Grand Trunk Pacific	37,196 74	6,325 46	51,233 62			12,789 31		
Grand Trunk Pacific Branch Lines	9,947 73	Cr. 610 79	12,167 25					

Hereford	281 47	41 09	446 08					
Kent Northern			558 16		319 84			
Kettle Valley	2,567 76	311 03	619 07			725 46		
Lotbiniere & Megantic								
Maine Central								
Manitoba Great Northern	414 40	30 69	160 93					
Maritime Coal, Railway & Power Co			722 75					
Massawippi Valley	635 78	52 37	358 87					
Midland Railway of Manitoba	120 36	141 12	618 39					
Moncton & Buctouche								
Montreal & Atlantic	4,107 97	2,248 79	3,823 18		548 16			
Morrissey, Fernie & Michel								
Napierville Junction	744 48							
Nelson & Fort Sheppard	193 97	0 12	0 59					
New Brunswick Coal & Railway Co			373 39					
New Westminster Southern	0 36	0 46	1 72					
Ottawa & New York	1,988 53	7,934 29	738 87					
Pere Marquette	3,257 30	264 34	6,636 96			548 87		
Quebec Central	270 87	325 05	541 74			270 87		
Quebec, Montreal & Southern	5,316 94	706 96	2,974 42					
Quebec Oriental								
Quebec Railway, Light & Power Co								
Red Mountain	43 64	0 02	0 72					
Roberval-Saguenay	51 22							
Rutland & Noyan	68 93	32 41	210 85			9 49		
Salisbury & Albert								
St. Lawrence & Adirondack	1,508 27	1,326 44	2,985 30					
St. Martins								
Sydney & Louisburg		328 16	758 78					
Temiscouata								
Temiskaming & Northern Ontario	13,764 45	1,557 34	15,230 18					
Thousand Islands						13 25		
Toronto, Hamilton & Buffalo	2,540 22	547 09	17,994 34		512 72			
Vancouver, Victoria & Eastern	2,027 09	222 74	410 92			3,446 06		
Victoria & Sydney, B.C.						47 30		
Victoria Terminal Railway & Ferry Co	0 42							
Wabash (in Canada)			753 83			Cr. 355 37		
York & Carleton			15 75					
Final total	914,024 81	335,854 96	1,669,004 32	99,497 95	4,379 46	205,686 96	134,382 11	1,475 58

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. — Nom du chemin de fer.	Maintenance of Way and Structures—*Continued.*—Entretien des voies et constructions—*Suite.*							
	Telegraph and Telephone Lines. — Lignes de télégraphe et de téléphone.	Signals and Interlockers. — Signaux et aiguillage à enclenchement.	Power Transmission System. — Fonct. de transmission de force motrice.	Miscellaneous Structures. — Diverses constructions.	Paving. — Pavage.	Roadway Machines. — Machines pour voies.	Small Tools and Supplies. — Menus outils et fournitures.	Removing Snow, Ice and Sand. — Enlèvement de neige, glace et sable.
	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts.
Algoma Central & Hudson Bay	8,924 41	1,113 30	...	808 98	...	2,642 36	3,137 44	23,453 11
Algoma Eastern	1,792 40	29 76	...	27 06	...	299 06	1,850 30	12,872 80
Alberta & Great Waterways	642 81	...	...	...	...	1,011 55	1,169 56	691 05
Atlantic, Quebec & Western	143 92	...	...	...	...	...	1,336 15	4,338 95
Brandon, Saskatchewan & Hudson Bay	222 21	1,275 12	...	...	...	237 00	1,101 20	3,790 28
British Yukon	435 61	...	...	...	...	...	625 79	9,961 91
Canada & Gulf Terminal	180 81	...	...	...	...	...	358 94	946 15
Canada Southern	10,871 75	65,179 14	10,225 30	118 20	...	7,128 83	21,960 69	74,260 39
Canadian Government Railways—								
Intercolonial	30,728 52	28,186 41	7,153 77	174 73	163 91	9,553 60	46,744 90	468,237 89
Prince Edward Island	1,177 97	958 47	166 14	...	...	1,148 53	5,033 37	86,198 60
International of New Brunswick	2,911 03	146 58	...	...	...	610 60	1,385 93	7,846 63
St. John & Quebec	516 20	118 30	...	...	...	414 34	460 43	8,004 29
Transcontinental	40,218 81	4,685 75	1,766 07	...	...	17,722 63	35,614 71	237,854 87
Canadian Northern System	138,060 87	25,915 47	10,142 26	6,938 25	2,277 41	29,787 25	99,744 40	479,628 73
Canadian Pacific	346,507 01	169,069 74	...	62,211 69	2,807 18	58,330 18	212,910 15	1,431,785 50
Cape Breton	...	...	...	...	...	...	...	1,669 87
Carnquet & Gulf Shore	...	...	...	...	...	...	...	4,237 00
Central Canada	520 61	...	...	...	...	8 65	176 54	1,298 06
Central Vermont	792 72	35 80	...	...	...	119 57	1,056 50	17,266 47
Crow's Nest Southern	695 91	78 64	...	5 01	...	313 70	712 42	5,508 19
Cumberland	55 20	...	...	...	...	...	207 70	6,115 37
Dominion Atlantic	303 82	75 13	...	108 27	...	987 83	1,301 60	9,440 06
Eastern British Columbia	58 12	...	...	565 11	...	500 24	278 80	1,854 10
Edmonton, Dunvegan & British Columbia	1,152 13	62 16	...	29 89	...	2,460 12	5,201 89	7,620 67
Elgin & Havelock	...	...	...	...	...	...	...	...
Essex Terminal	...	92 65	...	186 08	...	...	58 50	347 70
Esquimalt & Nanaimo	16 81	54 22	...	...	36 20	1,067 28	1,283 42	633 13
Fredericton & Grand Lake Coal & Ry. Co	117 58	...	...	...	...	85 48	273 37	1,694 74
Grand Trunk System.....	23,574 50	55,876 15	727 50	28,517 30	Cr. 727 73	8,056 56	58,615 81	503,379 56

Grand Trunk Pacific	23,139 55	3,123 81		420 12		11,884 57	43,919 56	107,353 06
Grand Trunk Pacific Branch Lines	2,163 90	2,899 88				2,432 49	27,315 39	52,913 92
Hereford	0 52	156 20				132 62	417 58	6,909 98
Kent Northern							40 70	
Kettle Valley	4,353 45	311 52		55 51		3,431 46	4,125 38	44,653 71
Lotbiniere & Megantic	9 29						75 06	214 30
Maine Central								1 21
Manitoba Great Northern	221 35	3,252 78				391 00	1,094 45	2,891 59
Maritime Coal, Railway & Power Co								468 13
Massawippi Valley	152 85	24 49				344 54	1,215 31	4,394 20
Midland Railway of Manitoba	148 84			3 00	8 35	50 89	86 39	803 10
Moncton & Buctouche							52 88	18,541 44
Montreal & Atlantic	5,867 84	864 91		218 36		1,571 53	2,606 90	35,278 53
Morrissey, Fernie & Michel								1,813 90
Napierville Junction	97 91	48 35				6 60	417 81	6,923 37
Nelson & Fort Sheppard	211 40	101 66				115 79	358 05	3,465 20
New Brunswick Coal & Railway Co	49 24					33 20	425 72	1,301 75
New Westminster Southern		24 76				55 04	52 05	14 73
Ottawa & New York	109 21	4,405 71				179 85	1,043 62	5,896 53
Pere Marquette	989 44	2,759 26	91 36			991 98	1,836 70	17,070 77
Quebec Central						1,721 31	2,581 96	13,999 32
Quebec, Montreal & Southern	277 68	1,380 05			430 15	611 81	2,182 50	25,552 53
Quebec Oriental	434 98						1,342 63	4,116 20
Quebec Railway, Light & Power Co	108 51	94 47					161 87	3,033 16
Red Mountain	103 10	17 88				23 27	27 24	1,295 31
Roberval-Saguenay	146 19	5 28	2,901 59				307 12	4,369 87
Rutland & Noyan	7 82	18 78				17 73	58 63	415 34
Salisbury & Albert	200 08						180 00	2,656 70
St. Lawrence & Adirondack	130 90	1,728 09				318 58	927 80	6,262 86
St. Martins								
Sydney & Louisburg	952 62						1,326 40	19,137 78
Temiscouata							538 45	3,654 01
Temiskaming & Northern Ontario	4,115 30	33 13	207 85	1,987 70		5,236 51	4,646 28	60,173 85
Thousand Islands							63 25	654 45
Toronto, Hamilton & Buffalo	1,865 08	21,308 29		395 84		1,408 96	4,541 03	18,525 96
Vancouver, Victoria & Eastern	5,821 68	2,960 74				2,275 22	2,502 01	4,717 09
Victoria & Sydney, B.C	7 05						8 74	
Victoria Terminal Railway & Ferry Co	12 90						0 54	
Wabash (in Canada)		1 56						
York & Carleton							13 91	92 50
Final total	663,620 57	398,804 75	33,381 84	102,800 53	4,995 47	176,020 35	609,094 69	3,890,502 45

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. / Nom du chemin de fer.	Maintenance of Way and Structures—*Concluded.*—Entretien des voies et constructions—*Fin.*							
	Assessments for Public Improvements. — Taxes pour améliorations publiques.	Injuries to Persons. — Blessures à la personne.	Insurance. — Assurances.	Stationery and Printing. — Papeterie et impressions.	Other Expenses. — Autres dépenses.	Maintaining Joint Tracks, Yards and other Facilities—Dr — Entretien du matériel de raccord, aux terminus. Dt.	Maintaining Joint Tracks, Yards and other Facilities—Cr — Entretien du matériel de raccord, aux terminus. Av.	Total Maintenance of Way and Structures. — Total de l'entretien du matériel des voies et constructions.
	$ cts	$ cts	$ cts	$ cts.	$ cts	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay		804 34	12,234 08	402 07				356,521 73
Algoma Eastern		2 50	3,352 06	185 44		1,400 00		143,225 03
Alberta & Great Waterways		7 50	242 54		59 86	2,574 28		20,709 04
Atlantic, Quebec & Western					783 90			50,165 18
Brandon, Saskatchewan & Hudson Bay		81 59	361 61	214 85	173 11			59,885 13
British Yukon		1,301 10			129 91			35,901 68
Canada & Gulf Terminal				9 68				12,129 55
Canada Southern	108 60	5,811 04	3,769 16	3,361 31		89,160 00	104,788 13	1,651,159 07
Canadian Government Railways—								
Intercolonial		4,387 68	302 09	17,567 98	553 71	84,482 56	12,942 71	4,584,863 87
Prince Edward Island		44 73		2,428 68				310,655 91
International of New Brunswick						600 00		112,405 41
St. John & Quebec				52 36		200 00		53,834 81
Transcontinental		418 34	8,689 43	11,792 78	12 80	18,956 34	14,504 12	3,765,959 55
Canadian Northern System	40 65	14,034 25	178,358 10	10,702 60	7,167 48	63,373 88	44,874 27	7,673,480 38
Canadian Pacific	45,114 31	73,902 33		13,198 44	4,805 91	280,844 49	83,503 91	19,031,500 71
Cape Breton					17 50			9,810 59
Caraquet & Gulf Shore				199 00	376 35			33,793 15
Central Canada			301 95	5 75				19,226 04
Central Vermont	2 00	1,874 50	239 80	75 57	7 42	256 33		144,940 66
Crow's Nest Southern		17 20	1,518 85	229 62	702 58	99 00		70,233 61
Cumberland				30 75	2 61			31,729 97
Dominion Atlantic				149 81	678 35			218,853 89
Eastern British Columbia					13 66			15,423 04
Edmonton, Dunvegan & British Columbia	139 53	8 07	3,651 76	50 34	1 50	9,239 35	2,711 32	180,754 76
Elgin & Havelock					7,099 71			9,568 06
Essex Terminal								19,309 97
Esquimalt & Nanaimo		20 56		116 81	10 00			139,782 15

Fredericton & Grand Lake Coal & Ry. Co.									19,748 25
Grand Trunk System		15,151 77	44,066 91	8,357 18	1,901 07	58,882 85	528,241 44		6,065,644 67
Grand Trunk Pacific		8,557 34	34,354 99	4,233 67	1,685 55	19,249 07	562 06		2,096,208 85
Grand Trunk Pacific Branch Lines		268 08	9,200 17	1,514 26	0 45	16 17			668,804 01
Hereford			247 82	143 66	2 85	288 05			50,119 72
Kent Northern					500 00				6,944 28
Kettle Valley			3,051 89	514 05	0 46	2,420 68	50,431 32		271,997 28
Lotbiniere & Megantic							240 00		11,824 11
Maine Central				11 17					3,139 17
Manitoba Great Northern		66 58	411 74	255 82	207 39	112 03			66,829 45
Maritime Coal, Railway & Power Co.						360 00			21,964 62
Massawippi Valley		320 68	310 58	16 48		932 15	20 78		71,201 03
Midland Railway of Manitoba		107 00	618 24	59 53	84 77	42,958 64			53,233 10
Moncton & Buctouche									30,061 48
Montreal & Atlantic	9 80	857 74		570 92		2,578 72	46 56		283,251 38
Morrissey, Fernie & Michel					857 04		99 00		11,981 81
Napierville Junction		2 25	59 04	24 30	13 30	5,833 17	233 30		47,862 56
Nelson & Fort Sheppard		13 06	591 17	173 89	417 35	2,821 70			41,514 15
New Brunswick Coal & Railway Co.									26,976 57
New Westminster Southern		2 04	119 83	43 23	203 96				7,937 85
Ottawa & New York		6 26		17 84	59 10	1,994 33			85,832 04
Pere Marquette	852 83	656 23	1,385 54	780 32	18 00	112,905 81	3,378 66		355,951 42
Quebec Central		578 05	1,440 00	187 61	5 00	720 00			275,115 08
Quebec, Montreal & Southern	13 54	149 78	853 50	355 28	15 87	1,243 55	1,674 20		172,136 27
Quebec Oriental					832 80				106,920 72
Quebec Railway, Light & Power Co.				13 67		329 37			13,120 75
Red Mountain		20 88	202 08	26 87	75 67				11,806 52
Roberval-Saguenay				12 00	22 63				32,581 32
Rutland & Noyan		12 36	32 99	16 59		58 33	170 68		4,629 13
Salisbury & Albert		4 50							19,069 54
St. Lawrence & Adirondack		5 93	3 50	Cr. 9 41	25 01	14,621 91			121,106 59
St. Martins									7,163 57
Sydney & Louisburg					1,578 15				162,389 88
Temiscouata		13 25		7 32					62,608 94
Temiskaming & Northern Ontario		734 03	3,496 99	809 24	22 00	2,337 00	14,077 48		462,892 83
Thousand Islands									5,060 16
Toronto, Hamilton & Buffalo	290 26	1,300 03	713 06	1,521 19	8,170 40	8,586 31	53,475 60		317,566 27
Vancouver, Victoria & Eastern	4 71	94 51	5,521 28	1,058 01	4,019 08	58,789 74	36,828 10		420,822 96
Victoria & Sydney, B.C.									5,722 97
Victoria Terminal Railway & Ferry Co.									350 08
Wabash (in Canada)		192 64	36 52	15 30		355,650 35			356,953 35
York & Carleton									1,990 04
Final total	46,576 23	131,830 72	319,742 27	81,503 83	43,314 26	1,244,876 16	952,806 64		51,614,857 71

TABLE 6. Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6. Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. / Nom du chemin de fer.	Maintenance of Equipment.—Entretien du matériel.							
	Superintendence. — Surintendance	Shop Machinery. — Atelier des machines.	Power Plant Machinery. — Force motrice pour les machines.	Power Sub-station Apparatus. — Appareils de force motrice pour station intermédiaire.	Steam Locomotives Repairs. — Locomotives à vapeur. Réparations.	Steam Locomotives Renewals. — Locomotives à vapeur. Renouvellements.	Freight-train Cars—Repairs. — Wagons pour trains à marchandises. Réparations.	Freight-train Cars—Renewals. — Wagons pour trains à marchandises. Renouvellements.
	$ cts	$ cts	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	8,574 04	7,799 43			76,589 53		97,336 71	
Algoma Eastern	6,217 17	2,200 86			11,578 01		53,281 21	
Alberta & Great Waterways	209 08				6,331 41		7,109 70	
Atlantic, Quebec & Western		375 19			19,788 68		1,026 40	
Brandon, Saskatchewan & Hudson Bay	750 36	588 63	41 79		5,028 87		2,055 26	
British Yukon	980 38	299 44			5,917 80		2,582 59	
Canada & Gulf Terminal	843 66				10,395 70		67 48	
Canada Southern	71,742 32	26,803 57	878 76	8,208 55	879,370 75	102,791 79	462,568 54	161,342 68
Canadian Government Railways—								
Intercolonial	108,038 36	102,652 15	22,811 20		1,637,533 07		1,102,392 39	
Prince Edward Island	4,373 90	4,178 26	939 43		52,581 20		14,451 26	
International of New Brunswick	2,135 82	2,056 28	451 53		15,627 34		11,500 49	
St. John & Quebec	300 00				5,741 86		197 76	
Transcontinental	64,496 02	71,108 55	14,199 57		921,952 43		741,926 34	
Canadian Northern System	241,527 39	193,404 52	1,617 33	359 31	2,642,062 18		2,469,273 53	
Canadian Pacific	381,622 84	814,427 05			7,039,645 84	1,368,132 80	6,676,771 28	1,935,619 31
Cape Breton					150 05	26 30	581 40	
Carnuet & Gulf Shore	1,295 00	982 87			8,514 27		3,489 63	
Central Canada	112 59				2,200 54		528 65	
Central Vermont	1,468 71	9 15			16,522 68		10,072 66	
Crow's Nest Southern	912 76	690 21	45 10		10,720 64		13,599 97	
Cumberland	1,033 07				11,036 95		2,518 95	
Dominion Atlantic	3,672 70	1,362 23			43,988 66	12,000 00	15,291 99	
Eastern British Columbia		280 59			3,476 62		1,667 69	
Edmonton, Dunvegan & British Columbia	3,776 07	2,553 50			28,722 94		19,812 16	2,088 55
Elgin & Havelock	16 36	11 31	3 24		72 71		21 28	
Essex Terminal					11,624 99		533 72	
Esquimalt & Nanaimo	3,616 38	1,013 06			47,187 21		22,260 69	4,673 32
Fredericton & Grand Lake Coal & Ry. Co		65 29			4,718 41		628 40	
Grand Trunk System	168,898 91	349,159 24	9,204 71		5,420,764 25	229 65	3,923,502 00	

Grand Trunk Pacific	73,076 03	29,779 96	178 56		638,005 35		880,381 00	29,521 10
Grand Trunk Pacific Branch Lines	32,577 91	4,943 92			257,973 15		174,970 52	4,834 07
Hereford	742 75	104 59			10,112 07		5,309 78 Cr.	62 07
Kent Northern	1,115 00				391 76	2,171 50		
Kettle Valley	6,237 25	967 76			37,668 52		16,017 78	
Lotbiniere & Megantic		522 56			2,755 02		395 02	
Maine Central	114 91	35 59			519 79		1,450 60 Cr.	17 15
Manitoba Great Northern	766 37	348 66	24 18		3,922 61		562 31	
Maritime Coal, Railway & Power Co	1,411 04	88 55			6,571 34	308 03		
Massawippi Valley	1,401 31	1,091 47			23,254 66		17,775 76	
Midland Railway of Manitoba	3,680 52	1,216 56	53 61		25,229 36		9,806 26	
Moncton & Buctouche	19 87	13 77	3 94		6,057 65		325 60	
Montreal & Atlantic	3,839 13	6,128 02			117,240 16	115,000 00	8,185 77	27,780 45
Morrissey, Fernie & Michel		1,836 46			6,994 61		4,471 88	
Napierville Junction	845 58				21,038 72		1,808 57	
Nelson & Fort Sheppard	775 01	465 12	30 44		5,611 71		300 76	
New Brunswick Coal & Railway Co		1,013 23	53 37		1,890 95		2,334 89	
New Westminster Southern	114 80	Cr. 16 17			1,400 26		Cr. 17 85	
Ottawa & New York	9,737 88	535 45			28,099 62		10,728 96	
Pere Marquette	17,771 55	11,806 79	1,517 99		159,891 88	578 46	8,662 07	174 00
Quebec Central	13,035 98	6,000 51			62,336 57	15,000 00	56,435 89	
Quebec, Montreal & Southern	10,432 14	1,986 09			51,710 20	2,682 00	103,414 22	1,737 98
Quebec Oriental		395 33			24,564 97	6,126 88	1,087 53	
Quebec Railway, Light & Power Co	250 52	161 40			4,700 00	12 27	7,200 00	
Red Mountain	161 48	53 41	3 69		754 68		322 54	
Roberval-Saguenay	2,922 90	125 90	71 34		3,162 56		5,002 06	
Rutland & Noyan	104 76	44 69			1,032 64	11 53	691 61	99 54
Salisbury & Albert		487 40			2,982 87		451 15	
St. Lawrence & Adirondack	4,710 40				49,092 32		3,970 18	
St. Martins	21 04	14 58	4 17		307 74		24 28	
Sydney & Louisburg	1,724 93				101,547 38		154,744 27	
Temiscouata	3,522 45	568 77			10,030 43		10,712 14	
Temiskaming & Northern Ontario	19,154 50	5,268 07	1,118 87		167,774 21	19,071 04	29,921 22	18,822 60
Thousand Islands					210 40			
Toronto, Hamilton & Buffalo	15,561 44	9,440 98			211,907 63	31,845 57	85,275 12	24,979 09
Vancouver, Victoria & Eastern	5,328 33	2,305 25	161 48		43,339 47		20,588 26	
Victoria & Sydney, B.C.	209 07	2 63			1,320 90		438 51	
Victoria Terminal Railway & Ferry Co	13 20	0 17			82 86		26 73	
Wabash (in Canada)	21,122 90	14,328 52	627 87		303,305 55		161,721 29	
York & Carleton	8 18	5 67	1 62		177 18		12 14	
Final total	1,332,151 93	1,684,093 40	54,103 79	8,567 86	21,368,175 34	1,675,987 82	17,445,600 98	2,211,593 47

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. — Nom du chemin de fer.	Maintenance of Equipment—*Continued.*—Entretien de matériel—*Suite.*							
	Passenger-train Cars—Repairs. — Wagons voyageurs, réparations.	Passenger-train Cars—Renewals. — Wagons voyageurs, renouvellements.	Motor Equipment of Cars—Repairs. — Matériel pour wagons moteur, réparations.	Motor Equipment of Cars—Renewals. — Matériel pour wagons moteur, renouvellements.	Floating Equipment—Repairs. — Matériel flottant, réparations.	Floating Equipment—Renewals. — Matériel flottant, renouvellements.	Work Equipment Repairs. — Matériel des travaux, réparations.	Work Equipment Renewals. — Matériel des travaux, renouvellements.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	7,213 35						19,818 96	
Algoma Eastern	1,747 63						4,541 13	
Alberta & Great Waterways	1,797 01		1,613 53				423 10	
Atlantic, Quebec & Western	4,719 11						1,573 57	
Brandon, Saskatchewan & Hudson Bay	2,434 77						2,137 51	
British Yukon	1,090 97						446 49	
Canada & Gulf Terminal	639 33							
Canada Southern	131,677 98	18,445 02					21,306 62	5,219 02
Canadian Government Railways—								
Intercolonial	641,722 17				84,127 08		107,707 11	
Prince Edward Island	32,561 54				8,501 88		9,094 56	
International of New Brunswick	5,588 28				1,635 39		4,969 34	
St. John & Quebec	345 32						191 64	
Transcontinental	208,488 77				9,197 21		138,510 10	
Canadian Northern System	901,084 12		62,194 53		4,257 04		267,192 26	
Canadian Pacific	4,151,698 42	360,656 02			154,816 26		657,844 65	673,730 27
Cape Breton	483 22							
Caraquet & Gulf Shore	554 00						340 00	
Central Canada	518 43						269 37	
Central Vermont	3,295 93						1,060 18	
Crow's Nest Southern	1,289 24						3,396 02	
Cumberland	248 83						513 44	
Dominion Atlantic	15,788 30						4,589 23	
Eastern British Columbia	297 73							
Edmonton, Dunvegan & British Columbia	11,259 89		1,138 88				3,334 63	
Elgin & Havelock	67 66							
Essex Terminal								
Esquimalt & Nanaimo	21,904 16						3,438 40	
Fredericton & Grand Lake Coal & Ry. Co	66 85						168 56	

Grand Trunk System	677,853 96				99,114 80		193,382 59	
Grand Trunk Pacific	266,540 70	5,275 04					103,079 18	11,623 11
Grand Trunk Pacific Branch Lines	66,128 28						27,378 22	1,329 00
Hereford	2,949 96	11 51					750 55	Cr. 23 96
Kent Northern	406 32							
Kettle Valley	5,719 16						9,581 56	
Lotbiniere & Megantic	314 23	6 25					90 57	
Maine Central	577 55	1 92					44 29	Cr. 2 09
Manitoba Great Northern	1,466 48						2,486 50	
Maritime Coal, Railway & Power Co	567 34						26 20	
Massawippi Valley	4,932 89						318 05	
Midland Railway of Manitoba	12,454 24						559 12	
Moncton & Buctouche	263 66			84 52			13 35	
Montreal & Atlantic	2,787 47	21,226 49					2,735 89	
Morrissey, Fernie & Michel								
Napierville Junction	1,000 65						1,075 38	
Nelson & Fort Sheppard	1,645 09						1,671 06	
New Brunswick Coal & Railway Co	274 17						450 43	
New Westminster Southern	6 30						477 10	
Ottawa & New York	1,791 39						726 67	
Pere Marquette	16,888 90	1,089 13			2,079 32	3,423 14	4,980 35	131 37
Quebec Central	19,815 84	9,000 00					1,217 71	
Quebec, Montreal & Southern	9,947 09						3,753 58	
Quebec Oriental	2,437 91						1,242 53	
Quebec Railway, Light & Power Co	5,203 36						29 82	
Red Mountain	155 46						264 30	
Roberval-Saguenay	1,153 35		1,769 16				14 44	17 51
Rutland & Noyan	330 09	8 79					29 59	8 47
Salisbury & Albert	456 09							
St. Lawrence & Adirondack	2,876 06						798 28	
St. Martins	68 66							
Sydney & Louisburg	3,715 60						3,493 67	
Temiscouata	2,808 64						741 68	
Temiskaming & Northern Ontario	57,845 37	14,967 24					36,929 38	4,842 68
Thousand Islands	65 78							
Toronto, Hamilton & Buffalo	13,866 51	5,174 02			83 33		6,423 78	3,114 93
Vancouver, Victoria & Eastern	13,848 24				16,869 95		12,653 45	
Victoria & Sydney, B.C	600 60							
Victoria Terminal Railway & Ferry Co	35 63							
Wabash (in Canada)	24,652 05				17,242 31			
York & Carleton	6 15							
Final total	7,376,073 26	435,861 43	66,716 10	84 52	397,924 57	3,423 24	1,670,316 14	699,990 31

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway / Nom du chemin de fer	Maintenance of Equipment—*Concluded.*— Entretien du matériel—*Fin.*							
	Miscellaneous Equipment Repairs. — Matériel divers. Réparations.	Injuries to Persons. — Blessures aux personnes.	Insurance. — Assurance.	Stationery and Printing. — Impressions et papeterie.	Other Expenses. — Autres dépenses.	Maintaining Joint Equipment at Terminals. Dr. — Entretien du Matériel de raccord. aux terminus. Dr.	Maintaining Joint Equipment at Terminals. Cr. — Entretien du Matériel de raccord. aux terminus. Av.	Total Maintenance of Equipment. — Total de l'entretien du matériel.
	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts.	$ cts	$ cts
Algoma Central & Hudson Bay		732 37	5,233 52	875 53	479 31			221,203 45
Algoma Eastern		105 50	1,902 60	262 08				115,348 53
Alberta & Great Waterways				2 83		1,568 52		19,055 18
Atlantic Quebec & Western								27,482 95
Brandon, Saskatchewan & Hudson Bay		170 02	61 81	43 52	Cr. 12 38			13,300 16
British Yukon		0 64		19 28				11,367 59
Canada & Gulf Terminal					31 50			11,977 67
Canada Southern	72 28	5,992 78	1,133 58	5,173 34	73 84	1,425 24		1,910,526 66
Canadian Government Railways—								
Intercolonial	88 60	3,388 92		13,882 06	411 55	25,778 88		3,850,563 51
Prince Edward Island	3 35	71 16		560 50	18 68	995 12		128,334 14
International of New Brunswick		68 26		273 29	7 28	541 42		41,854 72
St. John & Quebec								6,776 58
Transcontinental	12 0	1,016 60	832 99	7,887 09	49 55	8,574 65	182 64	2,191,099 26
Canadian Northern System		7,698 25	234,358 47	16,543 08	1,364 40	17,133 33		7,060,069 71
Canadian Pacific	1,271 67	58,203 60		34,209 73	1,005 56	22,590 95	1,096 01	24,331,150 24
Cape Breton								1,543 97
Caraquet & Gulf Shore	303 00			100 00				15,581 77
Central Canada								3,659 49
Central Vermont			515 10	269 68				33,214 39
Crow's Nest Southern		186 10	181 60	50 06	17 56			31,089 29
Cumberland					91 77			15,473 01
Dominion Atlantic				113 19	357 29			97,163 59
Eastern British Columbia					63 26			5,785 89
Edmonton, Dunvegan & British Columbia		3 00	2,852 47	192 41	196 90	5,878 45	1,250 78	80,559 07
Elgin & Havelock		0 06		1 97	1,887 89	3 38		2,088 89
Essex Terminal								12,158 71
Esquimalt & Nanaimo				59 73	435 00			104,587 95
Fredericton & Grand Lake Coal & Ry. Co								5,647 54

Grand Trunk System		25,582 02	49,982 31	24,314 61	8,884 34	30,965 37	216,499 94	10,765,338 82
Grand Trunk Pacific		1,495 21	16,070 92	6,320 24	156,313 37	15,419 62		2,233,079 39
Grand Trunk Pacific Branch Lines		9 66	2,250 85	1,081 70	22,610 74			596,088 02
Hereford	3 30	0 01	1,776 21	74 73				21,749 43
Keat Northern								4,084 58
Kettle Valley		52 28	556 63	281 98	472 58			77,555 50
Lotbinière & Megantic				195 61				4,279 26
Maine Central		0 03	23 79	12 25				2,791 48
Manitoba Great Northern		105 02	39 12	24 41	Cr. 8 88			9,736 78
Maritime Coal, Railway & Power Co								8,972 50
Massawippi Valley			7 87	98 63				48,880 64
Midland Railway of Manitoba	0 04	497 47	281 38	184 25	Cr. 518 12	1,190 80		54,635 49
Moncton & Buctouche	1,323 65	0 08		2 39		4 10		8,112 58
Montreal & Atlantic				249 72				305,173 10
Morrissey, Fernie & Michel								13,302 95
Napierville Junction			15 77	24 04		60 96		25,869 67
Nelson & Fort Sheppard		131 50	60 09	33 76	Cr. 0 57			10,723 97
New Brunswick Coal & Railway Co								6,017 04
New Westminster Southern		5 69	13 95	Cr. 1 42	Cr. 18 93			1,963 73
Ottawa & New York		6 24		138 29		10 33		51,774 83
Pere Marquette		3,300 84	3,623 65	431 26	122 75	653 54		237,156 99
Québec Central		296 86	1,080 00	264 04	6,131 42			190,614 82
Québec, Montreal & Southern		1,079 33	1,960 00	741 67	1 00			189,445 30
Québec Oriental					7 05			35,862 20
Québec Railway, Light & Power Co				34 10	Cr. 11 90	8,174 39	2,015 75	23,738 21
Red Mountain		11 69	20 41	2 55	7 89			1,758 10
Roberval-Saguenay	41 20	11 38		15 00	1,217 83			15,524 63
Rutland & Noyan		10 76	18 45	6 45				2,397 37
Salisbury & Albert					5 00			4,385 51
St. Lawrence & Adirondack		4 76		329 40				61,781 40
St. Martins		0 08		2 53		4 34		447 42
Sydney & Louisburg					81 75			265,307 60
Temiscouata		14 00		57 55	9,509 17			37,964 83
Temiskaming & Northern Ontario		1,591 53	7,918 44	1,665 47	4 00		4,789 31	382,105 31
Thousand Islands								276 18
Toronto, Hamilton & Buffalo		1,746 57	1,432 71	1,195 10	15 11		13,979 30	198,082 59
Vancouver, Victoria & Eastern		692 99	2,174 61	172 93	42 62	43 70	322 25	117,899 03
Victoria & Sydney, B.C								2,571 71
Victoria Terminal Railway & Ferry Co								158 59
Wabash (in Canada)		4,320 90	5,916 43	1,508 22		174,003 64		728,749 68
York & Carleton		0 03		0 98		1 69		213 64
Final total	3,122 12	118,634 19	342,595 74	119,981 81	211,347 18	318,022 72	240,135 98	57,304,234 84

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway Nom du chemin de fer	Traffic Expenses—Dépenses du trafic									
	Superintendence Surintendance	Outside Agencies. Agences extérieures.	Advertising. Publicité.	Traffic Associations. Association du trafic.	Fast Freight Lines. Lignes des trains-éclairs à marchandises.	Industrial and Immigration Bureaus. Agences industrielles et d'immigration.	Insurance. Assurances	Stationery and Printing. Papeterie et impression.	Other Expenses. Autres dépenses.	Total Traffic Expenses. Total des dépenses du trafic.
	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts
Algoma Central & Hudson Bay	6,751 84	75 69	174 36	253 78			86 13	847 55		8,159 35
Algoma Eastern	4,557 98	9 30	82 94	309 06			73 16	462 79		5,495 23
Alberta & Great Waterways	781 32	57 22	188 06	13 12				32 24		1,071 93
Atlantic, Quebec & Western										
Brandon, Saskatchewan & Hudson Bay	588 66	1,524 47	522 98	126 04		209 09	1 88	190 77	2 13	3,166 02
British Yukon	2,336 72	3,973 07	1,078 36					292 90		7,681 05
Canada & Gulf Terminal	1,331 01		83 56							1,414 57
Canada Southern	90,872 18	122,889 16	19,237 34	9,045 87	37,572 45	2,175 81	26 86	71,307 98	9 42	353,436 77
Canadian Government Railways—										
Intercolonial	87,299 07	111,470 64	42,723 73	1,421 36			178 27	13,108 84	26 53	289,228 41
Prince Edward Island	3,479 60	4,437 08	1,889 38	179 50			9 88	1,768 84	0 87	11,765 15
International of New Brunswick	1,765 82	2,127 10	628 10	87 80			2 95	875 84	0 63	5,488 74
St. John & Quebec	1,936 02	19 50	2,087 18							4,042 70
Transcontinental	71,840 70	50,685 48	24,121 03	2,257 51		2,582 72	42 60	14,286 14	88 39	165,904 57
Canadian Northern System	262,975 22	241,356 90	177,562 68	20,079 52		11,915 18	144 09	69,009 66	1,068 73	784,111 98
Canadian Pacific	670,137 06	1,492,265 70	548,038 72	47,996 33		21,731 23		282,764 99	2,918 45	3,065,852 48
Cape Breton									76 75	76 75
Caraquet & Gulf Shore								250 27	164 74	415 01
Central Canada	251 81	51 37	64 96					8 94		380 11
Central Vermont	2,021 15	2,558 63	532 75	226 32			2 60	1,495 04		6,836 49
Crow's Nest Southern	753 29	2,168 61	431 05	155 82		224 61	2 26	278 59	3 05	4,017 31
Cumberland			15 75	34 98				0 35		51 08
Dominion Atlantic	11,238 00	1,818 86	11,149 14	517 83				1,632 40	66 61	26,422 84
Eastern British Columbia										
Edmonton, Dunvegan & B C	3,168 16	1,524 63	405 42	438 50			0 57	1,486 32	29 88	7,053 48
Elgin & Havelock	13 42	11 29	2 31	0 09			0 24	7 22		34 57
Essex Terminal			128 75	280 16						408 91
Esquimalt & Nanaimo			187 75	25 56				57 00		270 31

Fredericton & Grand Lake Coal & Railway Co.			61 00	86 00							147 00
Grand Trunk System	252,446 32	528,498 74	77,252 55	30,548 93	36,460 68	10,974 16	1,089 21	125,197 69	353 03		1,062,821 31
Grand Trunk Pacific	38,357 88	75,891 15	19,378 01	2,393 81		1,370 95	172 01	20,555 46	263 04		158,382 31
Grand Trunk Pacific Branch Lines	12,710 16	22,910 66	6,490 09	621 91		777 87	48 08	6,746 37	10 50		50,315 64
Hereford	1,257 59	68 43	403 69	29 25		78 22		250 84	10 51		2,098 53
Kent Northern											
Kettle Valley	4,309 24		916 85	105 65				659 91	8 57		6,000 22
Lotbinière & Mégantic		8 00	263 84					139 16			411 00
Maine Central	265 26	14 22	80 87	6 06		16 90		53 78	2 02		439 11
Manitoba & Great Northern	360 95	1,014 87	164 13	153 02		119 55	0 68	137 86	1 42		1,952 48
Maritime Coal, Railway & Power Co.											
Massawippi Valley	2,286 18	572 78	326 70	180 19					10 00		3,375 85
Midland Railway of Manitoba	1,801 01	4,634 01	1,094 76	220 07		562 67	5 53	532 56	Cr. 73 99		8,776 62
Moncton & Buctouche	16 53	13 89	2 83	0 11			0 28	8 89			42 53
Montreal & Atlantic											
Morrissey, Fernie & Michel											
Napierville Junction	998 46	171 24	20 00	151 96				142 31			1,483 97
Nelson & Fort Sheppard	481 81	1,228 37	469 14	101 34		162 44	1 57	156 93	1 91		2,603 51
New Brunswick Coal & Railway Co.				45 00							45 00
New Westminster Southern				19 87				0 28			20 15
Ottawa & New York	6,012 39	252 15		81 63	12 44			169 59			6,528 20
Pere Marquette	21,448 25	30,053 94	4,603 32	1,489 73			9 15	7,129 42	6 78		64,740 59
Quebec Central	11,527 66	9,944 37	3,181 99	1,144 13			216 60	3,402 96	330 23		29,747 34
Quebec, Montreal & Southern	7,724 81	110 63	167 43	317 27			10 50	1,628 34	30 69		9,989 67
Quebec Oriental											
Quebec Railway, Light & Power Co.		702 09	1,004 03	81 14				122 94	456 89		2,367 09
Red Mountain	111 98	612 13		24 29		8 23	0 24	52 41	0 51		809 79
Roberval-Saguenay	858 43		255 14	361 75		230 34		328 75	114 28		2,148 69
Rutland & Noyan	284 89	497 71	47 53	10 47	27 45		0 16	161 30	1 87		1,031 38
Salisbury & Albert		11 55						21 71			33 26
St. Lawrence & Adirondack	3,301 95	2,278 93	2,671 71	8 55	176 99		1 98	510 72			8,950 83
St. Martins	16 56	14 30	3 34	0 13			0 32	8 66			43 31
Sydney & Louisburg	1,200 00		908 39	289 11				6 00			2,403 50
Temiscouata	3,559 85		625 00	301 07				494 36			4,980 28
Temiskaming & Northern Ontario	7,864 10	621 95	3,916 50	990 36		3,164 08		3,117 45			19,674 44
Thousand Islands											
Toronto, Hamilton & Buffalo	14,949 03	5,410 77	3,052 69	734 14	724 01			3,363 43			28,234 07
Vancouver, Victoria & Eastern	2,645 40	7,409 92	1,740 61	802 00		807 65	7 42	992 38	12 06		14,417 44
Victoria & Sidney, B.C.	1,034 56		1 88								1,036 44
Victoria Terminal Railway & Ferry Co.	66 03							0 12			66 15
Wabash (in Canada)	34,607 32	44,190 21	2,351 23	2,390 29		450 38	42 64	9,720 74	20 52		93,773 33
York & Carleton	6 57	5 63	1 29	0 05			0 13	3 45			17 12
Final total	1,656,610 23	2,776,170 37	962,793 34	130,138 43	74,974 02	57,562 08	2,177 39	675,951 41	6,016 72		6,342,393 99

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. — Nom du chemin de fer.	Transportation Expenses—Rail Line.—Gestion des transports Par rails.							
	Superintendence. — Surintendance.	Despatching Trains. — Mise en mouvement des trains.	Station Employees. — Employés de gares.	Weighing Inspection and Demurrage Bureaus. — Bureaux de pesage et de service de wagons.	Coal and Ore Wharves. — Quais houille et minerai.	Station Supplies and Expenses. — Fournitures et dépenses des stations.	Yardmasters and their Clerks. — Chefs de parcs et leurs commis.	Yard Conductors and Brakemen. — Conducteurs et serre-freins de parcs.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	15,412 79	4,698 00	23,822 84	549 65	40,609 56	3,220 83	2,536 36	14,233 05
Algoma Eastern	8,821 53	3,692 48	10,752 43	171 78	31,297 05	616 29	396 44	
Alberta & Great Waterways	2,914 33	1,286 40	3,165 02			126 41		
Atlantic, Quebec & Western	332 28	789 65	8,218 55			1,364 63		
Brandon, Saskatchewan & Hudson Bay	2,131 26	745 02	10,080 69	66 18		2,333 72		
British Yukon	2,381 89	1,160 67	14,681 79			1,505 14		420 47
Canada & Gulf Terminal	839 79		3,368 11			703 63		
Canada Southern	173,453 54	21,599 96	252,745 53	1,086 90		19,484 83	114,954 40	454,834 91
Canadian Government Railways—								
Intercolonial	145,659 11	182,107 67	1,503,840 50	1,580 32		179,691 84	107,424 91	486,724 56
Prince Edward Island	15,191 76	7,480 83	99,980 90	21 31		11,469 93	2,583 28	11,538 85
International of New Brunswick	8,349 53	119 21	8,506 28	21 31		426 42		
St. John & Quebec	1,978 97	4 80	4,368 24			596 14		
Transcontinental	99,913 16	134,337 50	273,112 85	1,164 40		66,542 85	44,075 64	87,154 53
Canadian Northern System	545,517 41	229,958 82	2,338,738 22	7,681 97	9 15	237,500 31	158,131 76	581,595 85
Canadian Pacific	1,481,699 31	834,907 74	8,143,228 91	12,408 79	4,046 66	830,629 06	496,920 88	2,229,401 89
Cape Breton			1,670 50					1,942 52
Caraquet & Gulf Shore			5,081 36			264 32		
Central Canada	1,614 11	492 14	2,335 09			191 41		
Central Vermont	2,666 59	1,327 00	25,051 54	118 31		3,054 81	216 00	
Crow's Nest Southern	2,625 89	1,014 15	8,546 73	135 19		456 54		
Cumberland	935 73	919 23	7,115 53	3,162 75		586 89	1,224 02	13,266 73
Dominion Atlantic	6,953 68	6,643 61	78,340 37	213 35		9,051 96	9,076 46	309 57
Eastern British Columbia	1,616 75		1,771 37	54 85		169 94		
Edmonton, Dunvegan & British Columbia	6,489 69	2,702 76	17,105 98	121 90		1,712 45		
Elgin & Havelock	65 00		20 38					
Essex Terminal	1,650 00		3,265 25	60 00		13 30	1,407 10	
Esquimalt & Nanaimo	8,724 99	10,054 50	52,641 15	255 13		3,461 20	5 50	4,751 96
Fredericton & Grand Lake Coal & Ry. Co			1,492 44	2 60		250 15	1,339 76	2,749 18
Grand Trunk System	442,708 23	182,921 85	3,409,352 83	13,916 20		327,420 25	538,432 01	948,673 51

Grand Trunk Pacific	69,200 98	36,141 46	374,107 88	1,699 39	2 37	46,491 21	19,533 43	89,464 47
Grand Trunk Pacific Branch Lines	33,157 52	18,545 95	116,643 24	253 43		16,594 42	4,567 97	15,038 10
Hereford	2,226 82	1,440 08	6,572 24	52 48		540 51	70 17	
Kent Northern	1,000 00		1,579 95			37 35		
Kettle Valley	4,426 75	7,163 05	20,308 79	115 32		2,009 86		2,736 06
Lotbiniere & Megantic			1,514 09			206 84		
Maine Central	422 19	189 91		4 33				
Manitoba Great Northern	1,149 00	297 40	6,906 75	64 17		1,553 36		
Maritime Coal, Railway & Power Co	1,765 00		1,892 17			155 82		
Massawippi Valley	7,713 94	2,613 71	31,216 45	68 19		1,222 52		
Midland Railway of Manitoba	4,245 11	16 17	28,014 80	121 97		12,838 23	1,035 00	4,492 36
Moncton & Buctouche	65 00		3,033 38			232 14		
Montreal & Atlantic	14,685 34	9,375 40	102,362 29	39 97		11,395 87	5,656 81	14,111 20
Morrissey, Fernie & Michel	2,082 30		2,498 55			19 00		11,436 52
Napierville Junction	1,931 11	576 90	5,155 01	16 85		698 56		
Nelson & Fort Sheppard	1,857 02	811 71	3,659 50	57 38		504 55		
New Brunswick Coal & Railway Co			2,221 66			259 81		52 22
New Westminster Southern	83 62	50 38	6 95			3 16		
Ottawa & New York	1,727 64	2,352 59	30,461 07	65 80		Cr. 128 46	55 29	4,711 01
Pere Marquette	38,278 39	10,454 24	138,259 22	729 98		9,727 16	11,590 86	33,342 62
Quebec Central	10,930 63	9,518 05	109,756 05	943 52		10,861 70	1,640 92	4,816 30
Quebec, Montreal & Southern	6,808 24	2,610 67	34,315 44	138 13		4,215 95		
Quebec Oriental	332 22	857 20	9,284 00			1,104 71		
Quebec Railway, Light & Power Co	26 02	1,365 63	8,068 44	174 15		1,234 24	366 90	894 55
Red Mountain	361 91	131 88	3,449 64	25 50		256 33		
Roberval-Saguenay	1,247 55	677 89	5,429 79	26 25		2,049 91		647 58
Rutland & Noyan	153 66	63 62	958 61	0 53		87 55	70 55	262 95
Salisbury & Albert			1,546 00			71 48		
St. Lawrence & Adirondack	4,697 25	2,116 36	28,371 87	16 89		2,968 79		
St. Martins	116 18		213 87					
Sydney & Louisburg	3,417 96	7,207 74	27,834 84	35,989 60		3,639 35	9,108 83	60,279 27
Temiscouata	3,178 98	2,094 65	12,236 32	290 11		1,613 99		
Temiskaming & Northern Ontario	19,730 17	15,137 72	184,886 32	552 15		24,019 32	20,140 07	37,005 79
Thousand Islands	600 00		6,186 43	50 34		857 66		
Toronto, Hamilton & Buffalo	39,769 32	15,280 73	174,323 80	847 46		10,194 60	20,394 46	52,933 10
Vancouver, Victoria & Eastern	9,065 29	5,988 56	198,037 06	433 22		17,675 55	4,250 50	21,889 20
Victoria & Sydney, B.C.	413 83		4,168 19			736 99		
Victoria Terminal Railway & Ferry Co	26 41		278 30			43 73		
Wabash (in Canada)	29,530 35		32,423 22	7,031 65		1,398 24	2,118 20	2,212 02
York & Carleton			64 34					
Final total	3,297,070 92	1,782,043 64	18,030,750 90	92,601 65	75,964 79	1,890,237 25	1,609 324 48	5,193,916 90

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. Nom du chemin de fer	Transportation Expenses, Rail Line—Continued.—Gestion des transports par rails—*Suite.*							
	Yard, Switch and Signal Tenders. Aguilleurs et signaleurs des cours.	Yard Engine-men. Mécaniciens des cours.	Yard Motormen. Gardes-moteurs des cours.	Fuel for Yard Locomotives Combustibles pour locomotives des cours.	Yard Switching Power Produced. Acquisition de force-motrice pour aiguillage des cours.	Water for Yard Locomotives Eau pour locomotives de cours.	Lubricants for Yard Locomotives Houile pour locomotives des cours.	Other Supplies for Yard Locomotives. Autres fournitures pour locomotives des cours.
Algoma Central & Hudson Bay	1,187 80	9,677 97		23,327 18		182 77	349 07	263 20
Algoma Eastern								
Alberta & Great Waterways								
Atlantic, Quebec & Western								
Brandon, Saskatchewan & Hudson Bay								
British Yukon		387 58		,656 16			13 08	5 47
Canada & Gulf Terminal								
Canada Southern	54,687 60	224,325 27	9,608 51	389,704 53	7,038 24	15,490 95	1,143 61	3,501 96
Canadian Government Railways—								
Intercolonial	24,552 06	295,641 85		629,456 41		19,411 63	5,557 74	5,244 72
Prince Edward Island	286 21	14,531 37		15,285 71		526 03	249 22	178 20
International of New Brunswick				9 04				
St. John & Quebec						1 80	7 15	16 01
Transcontinental	9,796 45	62,216 33		209,642 61		677 09	1,114 35	1,369 05
Canadian Northern System	15,750 87	404,333 37		891,789 43		30,215 24	11,243 41	6,975 68
Canadian Pacific	161,232 96	1,313,853 18		2,672,708 11		76,024 52	18,157 57	32,836 34
Cape Breton								
Carsquet & Gulf Shore				5,300 00			173 50	
Central Canada								
Central Vermont	480 36			25 10		30 60		
Crow's Nest Southern								
Cumberland								
Dominion Atlantic	47 53	10,335 36		18,198 38		214 69	194 75	138 66
Eastern British Columbia								
Edmonton, Dunvegan & British Columbia								
Elgin & Havelock								
Essex Terminal								
Esquimalt & Nanaimo	203 61	3,506 61		2,535 08		128 10	83 35	45 09
Fredericton & Grand Lake Coal & Ry. Co		3,932 39		8,589 56		108 12	190 85	112 06
Grand Trunk System	134,539 38	718,828 03		1,760,311 44		69,760 36	12,988 85	21,837 57

Grand Trunk Pacific	8,255 90	61,403 07		124,706 02		5,908 97	1,833 48	1,566 78
Grand Trunk Pacific Branch Lines	1,342 84	11,699 82		20,579 90		1,416 81	281 74	375 58
Hereford		430 18		962 22		21 91	4 62	
Kent Northern								
Kettle Valley	311 35	1,814 92		5,080 34		91 34	115 59	125 02
Lotbiniere & Megantic								
Maine Central								
Manitoba Great Northern								
Maritime Coal, Railway & Power Co		2,000 00		1,200 00		201 80	378 75	
Massawippi Valley						1 19		
Midland Railway of Manitoba		2,553 60		14,164 23		651 44	143 02	181 93
Moncton & Buctouche								
Montreal & Atlantic	381 10	8,388 58		18,611 62		108 00	175 52	330 00
Morrissey, Fernie & Michel	3,291 49							
Napierville Junction								
Nelson & Fort Sheppard								
New Brunswick Coal & Railway Co		53 39		228 93			9 85	
New Westminster Southern								
Ottawa & New York	389 36	3,208 19		8,823 20		28 28	43 02	21 09
Pere Marquette	1,784 42	25,458 91		52,128 15		1,383 92	682 23	817 59
Quebec Central		3,872 00		9,890 10		209 05	267 00	24 02
Quebec, Montreal & Southern								
Quebec Oriental								
Quebec Railway, Light & Power Co	1,995 12	1,077 90		2,690 23				
Red Mountain								
Roberval-Saguenay	225 25	212 24		2,482 95		50 00	54 52	8 69
Rutland & Noyan	26 43	169 53		256 24		6 89	3 80	2 72
Salisbury & Albert								
St. Lawrence & Adirondack								
St. Martins								
Sydney & Louisburg	1,121 88							
Temiscouata								
Temiskaming & Northern Ontario	2,411 21	22,815 60		59,197 69		652 35	482 28	424 40
Thousand Islands								
Toronto, Hamilton & Buffalo	4,424 21	47,613 26		115,036 64		3,255 57	1,154 36	961 18
Vancouver, Victoria & Eastern	599 85	14,410 85		30,254 79		722 14	134 27	72 49
Victoria & Sydney, B.C								
Victoria Terminal Railway & Ferry Co								
Wabash (in Canada)		1,687 38		3,479 87		183 92	Cr. 191 36	12 58
York & Carleton								
Final total	429,325 27	3,270,438 76	9,608 51	7,100,311 89	7,038 24	227,968 48	60,039 22	80,448 08

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. — Nom du chemin de fer.	Transportation Expenses, Rail Line—*Continued.*—Dépenses de transport par rails—*Suite.*								
	Enginehouse Expenses—Yard. — Dépenses de remises à locomotives des cours.	Yard Supplies and Expenses. — Fournitures et dépenses de cours.	Operating Joint Yards and Terminals Dr. — Exploitations des parcs communs et terminus. Dr.	Operating Joint Yards and Terminals Cr. — Exploitations des parcs communs et terminus. Av.	Train Enginemen. — Mécaniciens.	Train Motorman. — Mécaniciens de route.	Fuel for Train Locomotives. — Combustible pour locomotives de route.	Train Power Produced. — Acquisition de force motrice de route.	Train Power Purchased — Achat de force motrice de route.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	9,359 02	346 69	4,808 05		42,237 23		187,251 63		
Algoma Eastern					37,604 93		118,750 96		
Alberta & Great Waterways			5,043 89		4,814 05	341 26	17,724 11		
Atlantic, Quebec & Western					7,591 95		48,198 97		
Brandon, Saskatchewan & Hudson Bay					7,020 90		19,038 68		
British Yukon					3,919 18		9,441 01		
Canada & Gulf Terminal					2,214 17		11,051 90		
Canada Southern	59,794 34	10,254 13	544,505 26	19,867 59	471,184 38	60,528 93	1,313,409 87	35,239 11	
Canadian Government Railways—									
Intercolonial	155,037 36	26,801 96	253,716 15	88,740 58	1,218,381 20		4,106,716 66		
Prince Edward Island	246 08	128 06			52,104 66		103,185 66		
International of New Brunswick		8 73	2,240 80		21,629 61		73,969 55		
St. John & Quebec			2,767 50		10,031 82		48,016 72		
Transcontinental	57,888 49	3,198 40	160,402 41	54,254 32	474,119 18		1,825,212 69		
Canadian Northern System	151,987 96	8,461 94	368,650 83	31,705 26	2,205,510 91	125,033 96	6,809,380 83	10,449 80	36,716 91
Canadian Pacific	622,878 13	89,118 25	479,486 00	362,059 83	5,694,532 26		18,318,477 91		
Cape Breton					2,959 55		5,409 35		
Caraquet & Gulf Shore							20,098 60		
Central Canada					2,937 87	6 60	5,951 75		
Central Vermont	931 97		882 52	9 00	20,731 38		70,991 50		
Crow's Nest Southern					14,334 63		25,780 37		
Cumberland					11,271 11		13,873 13		
Dominion Atlantic	3,158 70	413 53	2,272 80		54,963 74		163,871 82		
Eastern British Columbia					3,658 25		3,541 15		
Edmonton, Dunvegan & B.C.			20,501 94	5,007 85	30,063 53	283 38	81,114 19		
Elgin & Havelock					190 00		321 00		
Essex Terminal					5,131 95		15,413 43		
Esquimalt & Nanaimo	873 01	50 40			35,567 99		70,466 71		

Fredericton & Grand Lake Coal & Railway Co		6 25			4,592 63		13,941 67		
Grand Trunk System	247,623 97	31,947 80	177,989 18	962,792 03	2,129,736 75		7,599,481 91		
Grand Trunk Pacific	16,163 22	3,198 52	124,072 36	345 45	361,777 74		884,073 15		
Grand Trunk Pacific Branch Lines	1,938 48	429 99			138,895 17		287,928 12		
Hereford					6,636 78		36,720 98		
Kent Northern					1,351 00		4,007 79		
Kettle Valley	691 78	43 93	6,572 85	4,514 83	41,635 34		94,589 08		
Lotbiniere & Megantic					1,654 83		7,054 75		
Maine Central					1,681 41		6,026 97		
Manitoba Great Northern			557 50		4,288 92		11,738 93		
Maritime Coal, Railway & Power Co					4,748 81		19,636 14		1,095 00
Massawippi Valley	22 40		9,336 00	1,379 66	23,994 20		60,273 59		
Midland Railway of Manitoba	2,712 98	134 75	4,763 20		17,398 20		65,332 74		
Moncton & Buctouche					1,760 44		5,276 88		
Montreal & Atlantic	3,013 40	635 28	67,233 23		97,190 35		279,009 22		
Morrissey, Fernie & Michel	145 00				8,961 28		13,058 04		
Napierville Junction			8,350 19		14,333 68		40,097 42		
Nelson & Fort Sheppard			4,114 42	362 04	5,952 30		14,010 16		
New Brunswick Coal & Railway Co					2,719 89		4,841 31		
New Westminster Southern					1,789 34		1,438 14		
Ottawa & New York	56 90	2 86	11,033 60	357 50	18,728 17		70,428 96		
Pere Marquette	17,031 37	580 11	52,663 86	2,259 76	118,478 08		423,333 86		
Quebec Central	2,983 57		10,225 28		95,309 40		383,012 49		
Quebec, Montreal & Southern				1,343 30	28,146 45		129,278 64		
Quebec Oriental					13,561 40		61,129 82		
Quebec Railway, Light & Power Co	0 33	152 18			2,164 37		12,603 42		
Red Mountain					2,479 90		4,753 40		
Roberval-Saguenay	2,807 06	25 87			5,410 03	2,259 43	32,883 60	6,004 76	
Rutland & Noyan	44 17	2 58	68 73	189 74	892 50		2,607 17		
Salisbury & Albert					3,336 06		11,655 08		
St. Lawrence & Adirondack			143,667 95	60 00	50,374 22		176,110 75		
St. Martins					1,021 75		3,684 49		
Sydney & Louisburg					63,316 29		73,428 55		
Temiscouata					13,575 76		54,619 62		
Temiskaming & Northern Ontario	8,067 84	974 51	1,103 00	89,034 71	111,318 94		451,904 45		
Thousand Islands		13 79			3,319 49		8,973 68		
Toronto, Hamilton & Buffalo	12,460 51	1,082 97	6,799 95	156,019 14	49,154 65		178,747 64		
Vancouver, Victoria & Eastern	3,202 77	144 03	9,939 94	11,125 06	37,638 30		119,625 48		
Victoria & Sidney, B.C					3,336 61	263 68	8,648 61		
Victoria Terminal Railway & Ferry Co					211 43	16 83	548 14		
Wabash (in Canada)	363 68	12 42	598,296 95	54 15	160,273 29		384,302 60		
York & Carleton					1,882 80		2,607 20		
Final total	1,381,484 49	178,169 93	3,082,066 34	1,791,481 80	14,089,735 38	188,734 07	45,530,117 82	51,693 67	37,811 91

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin, 1918—*Suite.*

Name of Railway. — Nom du chemin de fer.	Transportation Expenses, Rail Line—*Continued.* — Dépenses des transports par rails—*Suite.*								
	Water for train Locomotives — Eau pour locomotives de trains.	Lubricants for train Locomotives — Lubrifiants pour locomotives de trains.	Other Supplies for train Locomotives — Autres fournitures pour locomotives de trains.	Enginehouse Expenses—Train. — Dépenses de remises à locomotives de trains.	Trainmen. — Employés de trains.	Train Supplies and Expenses. — Fournitures des trains et dépenses.	Operating Sleeping Cars. — Fonct. des chars.	Signal and Interlocking Operations. — Signaux et appareils d'enclanchement.	Crossing Protection. — Protection de passage à niveau.
	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts.	$ cts	$ cts.
Algoma Central & Hudson Bay	7,281 24	2,531 92	1,626 93	15,843 63	50,072 64	15,065 08		89 74	...
Algoma Eastern	1,985 84	1,415 38	1,339 88	26,562 50	42,493 61	4,402 54		497 51	...
Alberta & Great Waterways	2,770 07	568 00	357 71	2,481 57	6,006 81	2,492 84	...	...	3 62
Atlantic, Quebec & Western	1,896 64	1,066 05		6,651 95	8,116 35	2,016 07			
Brandon, Saskatchewan & Hudson Bay	1,003 91	15 94	115 11	2,917 01	6,814 31	3,685 38		5,570 22	
British Yukon	609 78	156 08	79 95	2,629 14	3,978 14	874 59		...	
Canada & Gulf Terminal	290 54		720 96	470 95	2,714 00	953 55			
Canada Southern	50,672 48	12,119 50	8,234 56	114,960 36	522,287 02	178,895 71		83,026 61	16,703 42
Canadian Government Railways—									
Intercolonial	102,782 76	48,000 37	42,766 15	536,120 83	1,409,238 28	409,360 34	124,136 73	1,746 99	28,249 55
Prince Edward Island	2,890 40	1,791 76	1,754 98	14,191 13	67,500 87	16,663 83		72 13	623 36
International of New Brunswick	1,109 17	627 51	530 79	12 55	26,664 91	6,625 32			
St. John & Quebec	820 34	267 53	236 18	2,483 34	12,898 08	3,118 97		0 25	
Transcontinental	100,461 11	20,180 81	18,724 04	346,587 40	530,615 80	156,293 21	17,936 71	10,691 99	
Canadian Northern System	349,110 28	93,311 24	55,717 29	981,503 52	2,226,043 06	911,203 05	117,406 54	111,545 78	42,402 67
Canadian Pacific	723,752 42	129,205 01	198,585 33	2,027,312 51	5,978,968 97	2,719,719 20	1,149,310 01	129,701 66	69,491 22
Cape Breton		255 74				65 00	...	...	...
Caraquet & Gulf Shore		700 00	219 95		10,160 17	431 55		...	
Central Canada	1,458 02	269 62	113 70	1,407 51	3,263 64	463 31		...	
Central Vermont	2,712 36	675 42	641 59	5,408 14	20,673 83	7,992 43	...	39 75	
Crow's Nest Southern	1,023 06	192 71	258 06	3,467 57	15,425 24	5,161 65	...	...	
Cumberland	201 00	973 15	159 14	3,353 80		114 76	...		
Dominion Atlantic	3,181 34	1,668 73	1,283 91	25,071 74	60,562 16	20,495 65			1,586 37
Eastern British Columbia	191 30	124 10	325 99	882 97	4,395 70	52 75			
Edmonton, Dunvegan & B.C	10,051 04	1,774 26	1,878 96	10,391 13	30,426 63	13,490 79	2,837 43	1,712 32	232 49
Elgin & Havelock					241 07	35 52			
Essex Terminal	151 43	279 59		1,582 41	4,211 05			2,403 77	
Esquimalt & Nanaimo	1,861 29	751 58	824 81	13,417 92	36,972 93	8,094 81		1,268 37	847 38

Fredericton & Grand Lake Coal & Railway Co	52 15	241 11	252 66	1,881 51	4,855 59	1,644 64			
Grand Trunk System	231,397 10	49,668 47	94,006 40	739,278 17	2,182,964 22	785,776 15		23,957 11	117,170 72
Grand Trunk Pacific	99,347 47	15,227 96	11,089 09	123,370 46	370,954 59	199,181 61	35,135 65	15,770 04	
Grand Trunk Pacific Branch Lines	45,992 37	4,889 55	4,406 35	51,062 98	136,991 35	54,740 31	1,223 23	23,191 05	
Hereford	1,029 18	212 04	274 82	4,008 68	8,749 84	2,351 28		763 21	
Kent Northern	98 33	107 50			737 53	41 90			
Kettle Valley	2,726 65	2,604 43	1,366 32	13,574 53	37,749 08	11,118 62	4,044 65	1,347 16	
Lotbiniere & Megantic		129 42	42 88	917 59	2,242 25	219 27			
Maine Central	140 77	24 21	38 33	846 61	1,987 18	473 18			
Manitoba Great Northern	427 09	30 31	82 58	1,094 65	6,350 54	2,447 05		5,268 76	
Maritime Coal, Railway & Power Co	1,541 01	150 11	442 26	1,652 93	5,452 68	161 20			
Massawippi Valley	1,510 77	419 26	762 86	6,315 80	21,816 20	5,809 34		0 95	1 68
Midland Railway of Manitoba	2,689 49	488 70	539 48	7,504 09	15,013 18	8,321 42	1,940 54		
Moncton & Buctouche		208 62		510 05	2,246 30	274 96			
Montreal & Atlantic	3,397 17	1,749 98	3,228 15	29,527 21	90,583 70	19,013 31		1,492 25	1,109 56
Morrissey, Fernie & Michel	246 00		384 95		902 65	87 59			
Napierville Junction	1,129 51	523 46	623 28	7,557 67	12,293 98	3,177 37		2,271 09	
Nelson & Fort Sheppard	240 81	48 89	164 31	2,044 46	5,687 88	3,289 29			
New Brunswick Coal & Railway Co.	732 63	5 87	79 18	1,637 99	3,378 27	176 24			
New Westminster Southern	0 29	7 17	10 32		3,375 13				
Ottawa & New York	1,480 25	560 58	314 61	7,629 70	24,288 88	3,306 57		5,671 50	
Pere Marquette	9,249 36	3,900 11	3,485 94	22,399 47	135,559 82	14,325 55		4,513 80	2,447 50
Quebec Central	1,426 40	4,798 99	455 99	25,174 88	96,988 20	19,323 46			
Quebec, Montreal & Southern	4,332 63	819 20	921 94	13,356 66	30,999 99	6,743 40		4,943 06	
Quebec Oriental	331 16	1,642 19	10 00	7,110 88	15,391 60	2,083 07			
Quebec Railway, Light & Power Co.	175 91	131 84	329 11	463 44	8,765 34	1,882 82			
Red Mountain	55 55	8 66	11 16	474 69	3,011 35	659 43			
Roberval-Saguenay	910 29	451 11	287 78	20 73	9,665 56	1,224 24			
Rutland & Noyan	54 17	32 55	26 47	364 54	1,046 46	205 58		0 09	17 30
Salisbury & Albert	41 08	177 16		435 40	2,440 55	36 22			
St. Lawrence & Adirondack	2,698 39	1,127 58	978 48	19,843 47	68,509 87	4,895 58		415 32	
St. Martins		52 00	10 79	290 88	2,150 71	297 07			
Sydney & Louisburg	4,075 06	7,219 78	4,165 99	17,236 47		2,049 17			778 53
Temiscouata	1,133 52	466 73	408 80		15,244 81	2,415 37			
Temiskaming & Northern Ontario	21,959 46	4,659 92	2 351 13	40,590 58	132,486 57	45,657 07			
Thousand Island		229 93	31 15	255 76	1,560 06	155 03			
Toronto, Hamilton & Buffalo	10,311 55	3,203 34	2,473 83	39,480 77	54,759 28	31,781 33		15,005 70	13,670 88
Vancouver, Victoria & Eastern	2,833 03	217 08	789 21	9,127 59	41,951 09	48,084 27	1,389 71	4,825 03	1,423 50
Victoria & Sidney, B.C.	123 11	171 16	38 12	463 53	3,036 20	349 56			209 13
Victoria Terminal Railway & Ferry Co	7 12	10 93	2 43	33 90	195 02	21 69			13 29
Wabash (in Canada)	27,049 32	4,272 80	7,383 79	67,846 80	174,874 04	81,928 92		43 37	
York & Carleton			127 40		1,247 59	18 39			
Final total	1,849,219 97	429,812 73	478,954 31	5,411,100 40	14,822,250 46	5,823,606 45	1,455,361 23	457,846 61	296,982 17

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. — Nom du chemin de fer.	Transportation Expenses, Rail Line—*Continued.*—Gestion des transports par rails—*Suite.*							
	Drawbridge Operation. — Fonctionnement de ponts roulants.	Telegraph and Telephone Operation. — Exploitation des lignes télégraphiques et téléphoniques.	Operating Floating Equipment. — Exploitation du matériel roulant.	Express Service. — Service des messageries.	Stationery and Printing. — Impressions et papeterie.	Other Expenses. — Autres dépenses.	Operating Joint Tracks and facilities—Dr. — Fonctionn. de voies de racc. et facilités. Dt.	Operating Joint Tracks and facilities—Cr. — Fonctionn. de voies de racc. et facilités. Av.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay					2,820 27	3,235 19		
Algoma Eastern	983 63				2,224 88	1,496 54	1,556 64	
Alberta & Great Waterways		65 29			340 01	40 80		
Atlantic, Quebec & Western					365 00	118 30		
Brandon, Saskatchewan & Hudson Bay		224 74			375 32	98 42		
British Yukon		801 00			268 95	1,035 50		
Canada & Gulf Terminal					590 37	3,203 85	1,895 77	
Canada Southern	3,035 35	30,337 53			36,708 47	24,730 28	23,065 99	25,841 56
Canadian Government Railways—								
Intercolonial	3,414 66	16,577 02	156,357 22		116,252 38	1,096 41	21,462 93	8,885 04
Prince Edward Island	627 39	2,483 78	125,599 98		9,172 50			
International of New Brunswick		1,853 66			449 64			
St. John & Quebec	8 77				577 32	388 25		
Transcontinental	2,217 70	11,530 24			30,936 86	54 60	1,463 83	
Canadian Northern System	8,620 28	19,786 53	115,130 93	19,124 20	152,488 10	6,247 46	18,544 56	2,626 62
Canadian Pacific	20,511 67	223,792 78	61,229 40		387,788 60	73,717 56	123,273 52	36,318 43
Cape Breton		174 28			302 37	31 18		
Caraquet & Gulf Shore		730 43				463 52		
Central Canada		21 40			498 81			
Central Vermont	1,745 23	253 77			2,433 82	62 30		
Crow's Nest Southern		80 79			499 22	1,350 02		
Cumberland		23 59			545 98	3,262 01		
Dominion Atlantic	2,158 36	7 69			5,051 41	1,069 29		
Eastern British Columbia		5 21			461 28	69 72		
Edmonton, Dunvegan & British Columbia		1,395 96			3,498 69	247 69		
Elgin & Havelock						7,033 07		
Essex Terminal		72 81			77 70			
Esquimalt & Nanaimo	2,396 33	215 20			6,143 25	213 63		
Fredericton & Grand Lake Coal & Ry. Co					512 53	8,723 98		

Grand Trunk System	28,319 35	52,596 02	258,992 82		199,738 27	29,506 52	14,166 29	168,569 70
Grand Trunk Pacific		20,476 53	24 20	56,730 23	38,477 51	11,396 76	4,341 59	1,332 54
Grand Trunk Pacific Branch Lines		4,268 22		13,310 30	12,261 63	4,399 14	3 93	
Hereford					661 66	83 42		
Kent Northern					17 25	1,600 00		
Kettle Valley	2 43	412 36			2,346 99	15 68	208 33	1,472 74
Lotbiniere & Megantic					120 86	16 11	10 00	360 00
Maine Central					135 73	16 28		
Manitoba Great Northern		257 97			235 41	77 09		
Maritime Coal, Railway & Power Co		125 57			110 00			
Massawippi Valley		5 92			170 98	80 07	1,476 12	
Midland Railway of Manitoba		1,325 66			1,844 81	1,001 92	13,258 52	
Moncton & Buctouche							2,400 00	
Montreal & Atlantic					6,366 92	46 78	1,249 46	96 09
Morrissey, Fernie & Michel								
Napierville Junction		65 47			1,075 91	3 62	1,463 86	381 62
Nelson & Fort Sheppard		2,843 05			304 98	1,361 75		
New Brunswick Coal & Railway Co	50 00				190 52	25 87		
New Westminster Southern		0 86				10 96		27 50
Ottawa & New York	740 75				1,786 64		5,955 88	
Pere Marquette	863 09	7,047 98	35,946 53		9,114 57	3,281 40	26,764 81	2,162 39
Quebec Central		5,332 60			4,386 36	3,058 95	12,826 14	
Quebec, Montreal & Southern	643 07	747 69			5,847 29	51 22	945 97	1,107 10
Quebec Oriental					370 00	696 31		
Quebec Railway, Light & Power Co	240 49				1,239 32	82 54		
Red Mountain		26 82			87 41	59 33		
Roberval-Saguenay		657 70			807 83	571 71		
Rutland & Noyan	18 69	10 43			61 69	3 48	24 88	5 46
Salisbury & Albert					36 83	602 15		
St. Lawrence & Adirondack		18 17			2,782 84		7,480 99	774 00
St. Martins		43 85				1,600 80		
Sydney & Louisburg		1,148 30			2,859 85	12,900 00		
Temiscouata					1,429 86	71 75		
Temiskaming & Northern Ontario					13,687 79	1,873 60		849 35
Thousand Islands				336 00	90 70	29 35		
Toronto, Hamilton & Buffalo		1,512 87			15,881 55	511 85	5,602 28	572 58
Vancouver, Victoria & Eastern	2,424 71	954 14	10,519 00		1,665 28	4,839 13	5,692 93	4,593 33
Victoria & Sydney, B.C								
Victoria Terminal Railway & Ferry Co								
Wabash (in Canada)		702 21			6,325 73	1,075 18	118,899 08	31 13
York & Carleton					18 50			
Final total	79,021 95	411,014 09	763,800 08	89,500 73	1,093,923 20	218,940 19	414,034 30	256,007 18

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway Nom du chemin de fer	Transportation Expenses, Rail Line—*Continued.* Dépenses des transports par rails—*Suite.*							
	Insurance. Assurances.	Clearing Wrecks. Enlèvement des débris.	Damage to Property. Dommage à la propriété.	Damage to Live Stock on Right of Way Dommage au bétail passant sur la voie.	Loss and Damage—Freight. Pertes et dommages.—Marchandises.	Loss and Damage—Baggage. Pertes et dommages.—Bagages.	Injuries to Persons. Blessures aux personnes.	Total Transportation Expenses, Rail Line. Total des dépenses des transports par rails.
	$ cts	$ cts	$ cts.	$ cts	$ cts	$ cts	$ cts	$ cts
Algoma Central — Hudson Bay	2,866 26	11,181 01	224 80	60 00	1,403 95	120 20	616 67	499,113 22
Algoma Eastern	3,489 56	7,092 46		334 00	979 11		790 44	309,748 37
Alberta & Great Waterways	106 83	1,009 22	125 00	112 23	134 11	12 50		52,042 11
Atlantic, Quebec & Western		101 20	28 00	71 00	190 78	11 50		87,131 87
Brandon, Saskatchewan & Hudson Bay	135 11	50 44	30 03	411 54	271 58	0 11	179 81	63,345 49
British Yukon		200 45			892 54		333 12	46,431 98
Canada & Gulf Terminal					163 18			29,183 77
Canada Southern	482 69	18,767 49	1,678 95	1,915 89	272,251 79	161 93	58,081 79	5,684,015 42
Canadian Government Railways—								
Intercolonial	1,892 45	96,680 90	10,301 88	7,142 22	213,055 36	945 53	16,917 08	12,611,422 10
Prince Edward Island	115 46	6,343 43	485 21	346 21	4,869 54	25 75	50 28	590,596 05
International of New Brunswick	9 71	13,013 25		110 69	178 40			166,466 11
St. John & Quebec	11 93	640 41		12 70	50 40			89,303 62
Transcontinental	3,203 88	60,289 75	2,045 02	2,747 59	58,247 45	172 75	5,972 84	4,838,057 36
Canadian Northern System	138,305 87	212,055 68	32,001 00	24,889 45	329,921 39	6,449 39	201,585 09	21,320,699 14
Canadian Pacific		167,117 99	61,645 06	54,815 68	1,198,846 34	1,173 13	383,882 24	58,919,013 90
Cape Breton			59 70		115 77			12,985 96
Carnaquet & Gulf Shore								43,623 40
Central Canada	90 53	534 41		8 65	42 61			21,731 18
Central Vermont	93 60	163 88	237 57	229 30	942 99	0 13	103 19	170,910 98
Crow's Nest Southern	711 65	102 50	2,981 73	241 90	515 79	0 12	32 49	84,938 00
Cumberland		3 70					192 00	61,184 25
Dominion Atlantic		3,977 26	362 74	717 14	7,161 77	560 00	2,080 92	502,090 44
Eastern British Columbia		105 30			9 92			17,439 55
Edmonton, Dunvegan & British Columbia	2,447 06	5,254 10	174 37	339 30	1,570 80	37 00	766 41	243,614 10
Elgin & Havelock								7,906 01
Essex Terminal			135 70	250 00	214 77		48 99	36,399 25
Esquimalt & Nanaimo		1,479 25	8 60	49 87	1,152 47		422 15	269,474 25
Fredericton & Grand Lake Coal & Ry. Co		369 35	205 40		73 37			56,119 95

Grand Trunk System	45,081 65	134,824 75	21,934 22	13,072 42	652,310 37	5,037 67	291,116 88	23,614,026 96
Grand Trunk Pacific	9,124 76	21,850 21	3,962 25	4,903 87	82,127 20	376 47	19,514 37	3,371,305 13
Grand Trunk Pacific Branch Lines	1,021 12	5,941 83	3,997 77	1,385 33	16,513 97	80 19	1,223 82	1,056,588 52
Hereford	126 61	656 01			1,041 85			75,637 59
Kent Northern								10,578 60
Kettle Valley	1,622 71	1,615 96	46 11	305 47	803 42	2 90	10 97	263,768 57
Lotbiniere & Megantic				45 00	3 90			13,817 79
Maine Central	20 24				305 84			12,313 18
Manitoba Great Northern	135 00	16 24	47 82	135 68	301 59	0 08	13 24	43,477 13
Maritime Coal, Railway & Power Co		572 88		188 36	15 12			43,485 61
Mnssawippi Valley	79 61	348 87	266 19	14 00	1,000 05	47 35		178,208 55
Midland Railway of Manitoba	465 00	894 03	70 54	152 80	4,256 30	90 62	178 24	218,835 07
Moncton & Buctouche					1,072 08			17,079 85
Montreal & Atlantic		2,609 85	768 87	122 15	10,657 09		6,571 92	811,101 46
Morrissey, Fernie & Michel		4 10			31 70			43,149 17
Napierville Junction	16 01	1,373 75	209 80	348 70	476 56		46 04	103,434 18
Nelson & Fort Sheppard	312 51	163 54	4 56	1,341 53	95 90	0 14	63 36	48,571 96
New Brunswick Coal & Railway Co		153 18			55 00	30 80	25 00	16,927 61
New Westminster Southern	123 58	3 27	0 06		6 26	1 00	5 33	6,888 32
Ottawa & New York	45 58	546 69	362 46	2 27	536 49		24 41	204,994 33
Pere Marquette	3,152 89	3,139 54	1,994 23	1,270 12	33,141 60	86 78	16,194 31	1,270,185 22
Quebec Central	3,960 00	4,128 75	5 00	530 00	2,744 59	26 00	1,992 05	841,418 44
Quebec, Montreal & Southern	123 41	2,273 20	517 50	164 33	2,349 51	90 00	1,204 05	280,137 24
Quebec Oriental		156 64	10 00	789 00	974 36	29 54		115,864 10
Quebec Railway, Light & Power Co		119 38	7 15		46 84		16 12	46,313 78
Red Mountain	147 35	17 45	36 71	82 08	2 58		2,664 40	18,803 53
Roberval-Saguenay		141 81	37 95	5 00	162 58			77,447 66
Rutland & Noyan	3 70	32 44	5 90	6 32	82 25	1 32	102 42	7,583 71
Salisbury & Albert		75 33		62 28	213 75			20,729 37
St. Lawrence & Adirondack	181 63	408 32	138 11	262 40	4,094 17	38 36	54 13	521,417 89
St. Martins								9,482 39
Sydney & Louisburg		1,389 24		300 00	457 83		257 15	340,181 68
Temiscouata		2,135 95		6 00	195 97			111,118 19
Temiskaming & Northern Ontario	4,728 03	4,711 64	1,058 02	184 94	5,687 00	77 70	3,162 19	1,153,815 39
Thousand Islands		134 47	10 00				3 60	22,837 44
Toronto, Hamilton & Buffalo	374 02	2,919 33	1,793 97	847 13	11,953 12	62 18	21,702 28	811,689 98
Vancouver, Victoria & Eastern	26,644 81	5,338 87	4,059 83	2,011 53	2,769 68	128 97	1,311 16	607,186 45
Victoria & Sydney, B.C	67 46		10 58	10 34	167 70		2 35	22,217 15
Victoria Terminal Railway & Ferry Co	4 30		0 67	0 66	11 32		0 15	1,426 32
Wabash (in Canada)	5,186 97	6 238 84	7,230 92	1,502 83	81,521 55	91 20	13,866 26	1,829,089 54
York & Carleton		6 72						5,972 94
Final total	256,714 54	811,476 51	164,312 95	124,888,90	2,932,449 39	15,969 64	1,056,801 74	145,107,396 15

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. — Nom du chemin de fer.	Transportation—Water Line.—Transport par eau.				Miscellaneous Operations.—Exploitations diverses.			
	Operation of Vessels. — Exploitation de navires.	Operation of Terminals. — Exploitation de terminus.	Incidental Expenses. — Dépenses incidents.	Total Transportation—Water Line. — Total des dépenses des transports par eau.	Dining and Buffet Service. — Service de chars-buffets.	Hotels and Restaurants. — Hôtels et restaurants.	Grain Elevators. — Elévateurs à grains.	Stockyards. — Cours à bestiaux.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	256,493 07		10,800 53	267,293 60				
Algoma Eastern								
Alberta & Great Waterways								
Atlantic, Quebec & Western								
Brandon, Saskatchewan & Hudson Bay								
British Yukon								
Canada & Gulf Terminal								
Canada Southern					141,638 34	24,692 95		14,600 77
Canadian Government Railways—								
Intercolonial		182,652 16		182,652 16	374,212 93	39,408 95	27,268 99	
Prince Edward Island	79,602 38	51,573 15	2,438 13	133,613 66				
International of New Brunswick								
St. John & Quebec								
Transcontinental					35,165 16		1,034 02	
Canadian Northern System	5,494 16			5,494 16	320,767 31	221,925 99		662 76
Canadian Pacific	776,772 96	91,116 52	96,015 77	963,905 25	1,862,029 88	435,941 87	327,921 29	
Cape Breton								
Caraquet & Gulf Shore								
Central Canada								
Central Vermont					110 17			
Crow's Nest Southern								
Cumberland								
Dominion Atlantic								
Eastern British Columbia								
Edmonton, Dunvegan & British Columbia								
Elgin & Havelock								
Essex Terminal								
Esquimalt & Nanaimo								
Fredericton & Grand Lake Coal & Ry. Co								

Grand Trunk System					295,728 22		17,029 37	
Grand Trunk Pacific					112,729 32			
Grand Trunk Pacific Branch Lines					9,722 37			
Hereford								
Kent Northern								
Kettle Valley					10,744 35			
Lotbiniere & Megantic								
Maine Central								
Manitoba Great Northern								
Maritime Coal, Railway & Power Co								
Massawippi Valley								
Midland Railway of Manitoba					13,394 35			
Moncton & Buctouche								
Montreal & Atlantic								
Morrissey, Fernie & Michel								
Napierville Junction								
Nelson & Fort Sheppard								
New Brunswick Coal & Railway Co								
New Westminster Southern								
Ottawa & New York								
Pere Marquette								
Quebec Central					12,569 17			
Quebec, Montreal & Southern								
Quebec Oriental								
Quebec Railway, Light & Power Co								
Red Mountain								
Roberval-Saguenay								
Rutland & Noyan								
Salisbury & Albert								
St. Lawrence & Adirondack								
St. Martins								
Sydney & Louisburg								
Temiscouata								
Temiskaming & Northern Ontario					17,495 36			
Thousand Islands								
Toronto, Hamilton & Buffalo					21,667 57			
Vancouver, Victoria & Eastern					3,642 29			
Victoria & Sydney, B.C.								
Victoria Terminal Railway & Ferry Co								
Wabash (in Canada)					11,613 04			
York & Carleton								
Final total	1,118,362 57	325,341 83	109,254 43	1,552,958 83	3,243,229 83	721,969 76	373,253 67	15,263 53

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. / Nom du chemin de fer	Miscellaneous Operations—*Concluded.* / Exploitations diverses—*Fin.*		General Expenses—Dépenses générales.					
	Other Miscellaneous Operations. / Autres diverses exploitations.	Total Miscellaneous Operations. / Total des diverses exploitations.	Salaries and Expenses of General Officers. / Appoint. et dépenses de fonctionn. généraux.	Salaries and Expenses of Clerks and Attendants. / Appoint. et dépenses de commis et aides.	General Supplies and Expenses. / Fournitures et dépenses générales.	Law Expenses. / Frais judiciaires.	Insurance. / Assurance.	Relief Department. / Division de secours.
	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts.	$ cts	$ cts.
Algoma Central — Hudson Bay			23,022 97	10,658 63	2,972 70	8,785 78	865 60	
Algoma Eastern			7,489 30	3,599 37	955 64	567 92	229 21	
Alberta & Great Waterways			4,044 82	2,033 75	436 86	10 00	33 28	25 00
Atlantic, Quebec & Western			11,012 46	2,923 00	66 31		751 44	
Brandon, Saskatchewan & Hudson Bay			633 56	2,278 41	129 65	1,335 70	4 93	
British Yukon			10,397 77	5,038 89	979 79	1,664 44	1,899 09	
Canada & Gulf Terminal			1,462 72		3,770 10	1,267 76	1,077 89	
Canada Southern		180,932 06	12,273 66	188,217 10	7,454 17	44,494 04	321 35	
Canadian Government Railways—								
Intercolonial		140,890 87	31,426 17	168,379 00	9,698 68	23,741 07	169 09	8,455 47
Prince Edward Island			1,295 46	6,695 87	368 93	982 55	7 76	347 55
International of New Brunswick			624 95	3,317 68	191 14	480 82	3 48	167 71
St. John & Quebec			828 60	2,501 25				
Transcontinental		36,199 18	27,684 46	88,397 18	4,569 32	8,185 83	2,526 50	6,030 62
Canadian Northern System	614 91	543,970 97	134,096 26	519,781 53	73,372 07	128,219 89	24,020 32	
Canadian Pacific		2,625,893 04	360,327 18	931,429 40	129,583 03	241,582 81	490,000 00	
Cape Breton			1,774 32				472 76	
Caraquet & Gulf Shore			4,848 15	2,657 78	770 55	26 00	684 44	
Central Canada			3,854 18	2,049 82	305 39		24 16	25 00
Central Vermont		110 17	1,973 72	5,754 96	134 89	1,452 01	2 00	
Crow's Nest Southern			857 34	3,032 49	126 88	2,657 32	5 41	
Cumberland			1,326 00	749 12	971 62		377 52	99 75
Dominion Atlantic			12,672 17	21,059 42	2,648 92	517 50	22,009 46	
Eastern British Columbia			2,208 45	100 00	224 77		334 75	
Edmonton, Dunvegan & British Columbia	137 20	137 20	18,036 83	6,912 83	1,993 13	3,825 78	497 50	25 00
Elgin & Havelock			4 89	25 81	1 71	2 13	0 26	1 17
Essex Terminal			1,069 56	802 50	711 04	785 06	255 00	
Esquimalt & Nanaimo			1,959 21	796 72	146 01	692 14	6,688 40	

Fredericton & Grand Lake Coal & Ry. Co			1,839 44	1,872 47	268 46	79 95			
Grand Trunk System		312,757 59	184,835 66	555,433 56	74,037 68	87,110 49	487 88	11,889 25	
Grand Trunk Pacific	57,318 63	170,047 95	72,920 47	100,801 55	9,204 07	28,688 94	6,807 25		
Grand Trunk Pacific Branch Lines		9,722 37	24,222 57	30,215 84	2,634 91	8,141 75	2,325 63		
Hereford			722 89	3,164 95	178 18	419 91	2 01		
Kent Northern			1,367 95		163 90	10 00	208 75		
Kettle Valley		10,744 35	2,594 37	10,221 29	463 35	113 37			
Lotbinière & Mégantic			1,524 30	1,406 51	436 58	229 90	869 51		
Maine Central			147 79	691 26	36 84	84 63			
Manitoba Great Northern			397 01	1,493 26	77 26	1,535 42	2 65		
Maritime Coal, Railway & Power Co			1,320 00	600 00			480 00	1,389 70	
Massawippi Valley			693 47	9,336 26	110 03	1,797 53	1 26		
Midland Railway of Manitoba		13,394 35	1,618 97	6,323 95	362 99	2,799 01	14 84		
Moncton & Buctouche			2,555 93	771 34	1,051 65	2 59	411 31	1 42	
Montreal & Atlantic				33,046 74		926 91	1,843 20		
Morrissey, Fernie & Michel			5,143 36	1,135 60		50 00	1,156 10	1,545 51	
Napierville Junction			18,472 88	2,280 57	0 60	1,216 79			
Nelson & Fort Sheppard			612 52	1,891 22	98 29	2,087 90	3 92		
New Brunswick Coal & Railway Co			1,855 95	1,061 50	15 97				
New Westminster Southern			52 80	26 54		720 58			
Ottawa & New York			1,868 25	3,715 42	1,203 62	425 20			
Père Marquette			14,152 88	69,737 58	3,254 58	11,635 15	219 70		
Quebec Central		12,569 17	17,182 01	20,055 23	8,056 28	1,011 50	504 00		
Quebec, Montreal & Southern			3,825 51	12,566 52	64 12	3,791 14	64 75		
Quebec Oriental			12,396 32	2,938 90	118 09		436 86		
Quebec Railway, Light & Power Co			2,541 85	4,158 71	390 50	355 57	1,314 17	2,858 55	
Red Mountain			82 72	397 13	13 28	353 42	0 24		
Roberval-Saguenay			4,165 98	2,557 60	2,539 38	3,047 13	545 91	268 90	
Rutland & Noyan			91 49	424 03	45 26	69 69	1 35		
Salisbury & Albert			2,621 65		131 39	125 50	19 52		
St. Lawrence & Adirondack			2,859 41	3,911 02	3,486 79	1,335 39			
St. Martins			366 28	393 19	2 20	305 90	34 08	1 50	
Sydney & Louisburg			1,800 00	6,617 63	16,233 99		2,037 33	304 50	
Temiscouata			7,828 15	3,043 42	624 26	50 00	1,111 83		
Temiskaming & Northern Ontario	31,878 22	49,373 58	20,482 58	51,018 38	8,033 41	5,165 81	172 90		
Thousand Islands			1,726 05	706 00	682 97	11 45	792 71		
Toronto, Hamilton & Buffalo		21,667 57	30,579 29	22,111 71	3,244 88	23,225 67	60 28		
Vancouver, Victoria & Eastern		3,642 29	3,337 32	10,535 80	503 43	9,643 04	19 59		
Victoria & Sydney, B.C			302 50	1,472 03	321 71		488 42		
Victoria Terminal Railway & Ferry Co			18 65	95 02	21 72		31 18		
Wabash (in Canada)		11,613 04	13,291 59	63,245 00	5,878 64	10,984 66	51 98		
York & Carleton			2 44	12 90	0 86	1 07	0 13	0 58	
Final total	89,948 96	4,443,665 75	1,171,324 68	3,020,680 14	386,278 42	678,829 51	575,512 87	33,437 18	

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Continued.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. — Nom du chemin de fer	General Expenses—*Concluded.*—Dépenses générales—*Fin.*						
	Pensions. — Pensions.	Stationery and Printing. — Papeterie et impressions.	Other Expenses. — Autres dépenses.	General Joint Facilities—Dr. — Facilités communes en général—Dt.	General Joint Facilities—Cr. — Facilités communes en général—Av.	Total of General Expenses. — Total des dépenses générales.	Transportation for Investment—Cr. — Transport pour placement—Av.
	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts
Algoma Central & Hudson Bay		2,334 44	17,995 07			66,635 19	
Algoma Eastern		627 98	7,378 55	45 00		20,592 97	2,982 50
Alberta & Great Waterways		135 49	966 50			7,685 70	
Atlantic, Quebec & Western		352 30	783 08			15,888 59	
Brandon, Saskatchewan & Hudson Bay	68 21	144 39	179 51			4,774 36	90 05
British Yukon		280 71	1,197 71			21,458 40	
Canada & Gulf Terminal		353 18				7,931 65	
Canada Southern	14,942 47	26,121 62	22,977 38			346,499 79	
Canadian Government Railways—							
Intercolonial	86,760 43	28,353 76	18,630 06			375,613 73	
Prince Edward Island	3,851 93	1,155 49	709 05			15,414 59	
International of New Brunswick	1,685 12	562 92	371 85			7,405 67	
St. John & Quebec	332 45		60 21			3,722 51	
Transcontinental	17,097 06	15,065 62	8,510 98	391 17		178,488 74	
Canadian Northern System		55,983 61	199,474 93	4,474 40	2,982 95	1,136,440 06	
Canadian Pacific		118,442 67	356,061 28	2,206 97		2,629,633 34	
Cape Breton			39 07			2,286 15	
Caraquet & Gulf Shore		250 00	2,394 43			11,631 35	
Central Canada		162 18	460 92			6,881 65	
Central Vermont	480 00	862 05	6 60			10,666 23	
Crow's Nest Southern	77 92	196 39	206 92			7,160 64	120 98
Cumberland			3,184 47			6,708 48	
Dominion Atlantic	6,081 43	3,143 17	2,890 71			71,023 08	
Eastern British Columbia		128 84	5 23			3,002 04	
Edmonton, Dunvegan & British Columbia		891 35	2,017 52			33,899 94	
Elgin & Havelock	22 87	3 84	938 27			1,000 95	
Essex Terminal		319 04	16,639 91			20,582 11	
Esquimalt & Nanaimo		282 09	792 17			11,356 74	
Fredericton & Grand Lake Coal & Railway Co		92 77	240 25			4,393 31	
Grand Trunk System	309,920 30	69,932 11	142,130 06	49 21	1,321 80	1,434,501 43	3,089 59

Grand Trunk Pacific	876 63	12,040 82	7,243 82	2,218 70	11 87	240,790 38	
Grand Trunk Pacific Branch Lines	301 67	3,783 77	2,443 15			74,069 29	
Hereford	326 43	249 61	378 35			5,442 33	
Kent Northern			251 35			2,001 95	
Kettle Valley		1,224 81	1,380 30			15,997 49	
Lotbinière & Mégantic		37 17	1,071 43			5,575 40	
Maine Central		51 29	77 09			1,088 90	
Manitoba Great Northern	39 69	96 44	114 92			3,756 65	46 96
Maritime Coal, Railway & Power Co		28 80				3,818 50	
Massawippi Valley		Cr. 4 25	102 67			12,036 97	
Midland Railway of Manitoba	176 18	735 32	376 72	2,785 65		15,193 63	
Moncton & Buctouche	27 77	478 24	538 16			5,841 41	
Montreal & Atlantic			1,409 10			37,225 95	
Morrissey, Fernie & Michel		328 57	170 60	4,564 80		14,094 54	
Napierville Junction		312 32	462 64			22,745 80	
Nelson & Fort Sheppard	53 14	174 58	151 89			5,073 46	2 64
New Brunswick Coal & Railway Co		32 75	664 42			3,630 59	
New Westminster Southern			7 74			807 66	0 15
Ottawa & New York	32 64	301 52	126 79			7,673 44	
Père Marquette		4,862 95	3,755 69			107,618 53	89 56
Quebec Central	3,982 50	1,327 66	7,724 40			59,843 58	
Quebec, Montreal & Southern		1,789 27	1,125 79			23,227 10	
Quebec Oriental		404 30	693 39			16,987 86	
Quebec Railway, Light & Power Co		487 24	1,116 51			13,223 10	
Red Mountain	5 86	25 25	14 88			892 78	0 54
Roberval-Saguenay		1,630 70	7,529 24			22,284 87	
Rutland & Noyan		38 39	220 55			890 76	
Salisbury & Albert			3,464 32			6,362 38	
St. Lawrence & Adirondack	68 30	576 85	44 92			12,282 68	
St. Martins	29 41	83 69	97 93			1,314 18	
Sydney & Louisburg			16,232 49			43,255 94	
Temiscouata		673 07	3,412 02	540 00		17,282 75	
Temiskaming & Northern Ontario	759 94	5,419 76	14,598 42		119 33	105,531 87	1,089 91
Thousand Islands		63 33	43 60			4,026 11	
Toronto, Hamilton & Buffalo		2,318 67	8,456 66			89,997 16	
Vancouver, Victoria & Eastern	264 65	645 26	775 37	449 06	583 04	25,590 48	240 00
Victoria & Sidney, B.C.		298 84				2,883 50	
Victoria Terminal Railway & Ferry Co		17 74				184 31	
Wabash (in Canada)	662 18	5,214 37	3,760 76	1,033 20		104,122 38	303 64
York & Carleton	11 44	1 92	4 68			36 02	
Final total	448,938 62	371,929 03	897,315 45	18,758 19	5,018 99	7,597,985 10	8,056 58

TABLE 6.—Summary of Operating Expenses for the year ending June 30, 1918—*Concluded.*

TABLEAU 6.—Sommaire des frais d'exploitation pendant l'exercice terminé le 30 juin 1918—*Fin.*

Name of Railway. Nom du chemin de fer.	Recapitulation of Expenses. Récapitulation des dépenses.								
	Maintenance of Way and Structures. Entretien des voies et constructions	Maintenance of Equipment. Entretien du matériel.	Traffic. Trafic.	Transportation Rail Line. Transport par rails.	Transportation Water Line. Transport par eau.	Miscellaneous Operations. Exploitations diverses.	General Expenses. Dépenses générales.	Transportation for Investment, Cr. Transport pour placement, Av.	Total Operating Expenses. Total des frais d'exploitation.
	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts.
Algoma Central & Hudson Bay	356,521 73	224,203 15	8,159 35	499,113 22	267,293 60		66,635 19		1,422,226 54
Algoma Eastern	113,225 03	115,348 53	5,495 23	309,748 37			20,592 97	2,982 50	591,427 63
Alberta & Great Waterways	20,709 04	19,055 18	1,071 93	52,012 11			7,685 70		100,563 96
Atlantic, Quebec & Western	50,165 18	27,482 95		87,131 87			15,888 59		180,668 59
Brandon, Saskatchewan & Hudson Bay	59,885 13	13,300 16	3,166 02	63,345 49			1,774 36	90 05	144,381 11
British Yukon	35,901 68	11,367 59	7,681 05	46,131 98			21,458 40		122,840 70
Canada & Gulf Terminal	12,129 55	11,977 67	1,411 57	29,183 77			7,931 65		62,637 21
Canada Southern	1,651,159 07	1,910,526 66	353,136 77	5,681,015 42		180,932 06	346,199 79		10,126,269 77
Canadian Government Railways—									
Intercolonial	4,584,863 87	3,850,563 54	289,228 41	12,614,422 10	182,652 16	440,890 87	375,613 73		22,338,234 71
Prince Edward Island	310,655 91	128,334 14	11,765 15	590,596 05	133,613 66		15,414 59		1,190,379 50
International of New Brunswick.	112,405 41	11,854 72	5,488 71	165,466 11			7,405 67		336,620 65
St. John & Quebec	53,834 81	6,776 58	1,042 70	89,303 62			3,722 51		157,680 22
Transcontinental	3,765,959 55	2,191,099 26	165,904 57	4,838,057 36		36,199 18	178,188 74		11,175,708 66
Canadian Northern System	7,673,180 38	7,060,069 74	784,111 98	21,320,699 14	5,491 16	513,970 97	1,436,440 06		38,524,266 13
Canadian Pacific	19,031,500 71	21,334,150 24	3,665,852 48	58,919,013 90	963,905 25	2,625,893 01	2,629,633 34		111,569,918 9
Cape Breton	9,810 59	1,543 97	76 75	12,985 96			2,286 15		26,703 42
Caraquet & Gulf Shore	33,793 15	15,581 77	415 01	43,823 40			11,431 35		105,044 68
Central Canada.	19,226 01	3,659 49	380 11	21,731 18			6,881 65		51,878 47
Central Vermont	144,940 66	33,214 39	6,836 49	170,910 98		110 17	10,666 23		366,678 92
Crow's Nest Southern	70,233 61	31,089 29	4,017 31	84,938 00			7,160 64	120 98	197,317 87
Cumberland	31,729 97	15,473 01	51 08	61,184 25			6,708 48		115,146 79
Dominion Atlantic	218,853 89	97,163 59	26,422 84	502,090 14			71,023 08		915,553 84
Eastern British Columbia	15,423 04	5,785 89		17,439 55			3,002 01		41,650 52
Edmonton, Dunvegan & B. C.	180,751 76	80,559 07	7,053 48	243,614 10		137 20	33,899 94		516,018 85
Elgin & Havelock	9,568 06	2,088 89	34 57	7,306 01			1,000 95		20,598 51
Essex Terminal	19,309 97	12,158 71	408 94	36,399 25			20,582 11		88,858 95
Esquimalt & Nanaimo	139,782 15	104,587 95	270 31	269,474 25			11,356 74		525,471 40

Fredericton, Grand Lake Coal & Railway Co	19,748 25	5,647 54	147 00	56,119 95			4,393 34		86,056 08
Grand Trunk System	6,065,644 67	10,765,338 82	1,062,821 31	23,614,026 96		312,757 59	1,434,504 43	3,089 59	43,252,004 19
Grand Trunk Pacific	2,096,208 85	2,233,079 39	158,382 31	3,371,305 13		170,047 95	240,790 38		8,269,814 01
Grand Trunk Pacific Branch Lines	668,804 01	596,088 02	50,315 64	1,056,588 52		9,722 37	74,069 29		2,455,587 85
Hereford	50,119 72	21,749 43	2,098 53	75,637 59			5,422 33		155,047 60
Kent Northern	6,944 28	4,084 58		10,578 60			2,001 95		23,609 41
Kettle Valley	271,997 28	77,555 50	6,000 22	263,768 57		10,744 35	15,997 49		646,063 41
Lotbinière & Mégantic	11,824 11	4,279 26	411 00	13,817 79			5,575 40		35,907 56
Maine Central	3,139 17	2,791 48	439 11	12,313 18			1,088 90		19,771 84
Manitoba Great Northern	66,829 45	9,736 78	1,952 48	43,477 13			3,756 65	46 96	125,705 53
Maritime Coal, Railway & Power Co	21,964 62	8,972 50		43,485 61			3,818 50		78,241 23
Massawippi Valley	71,201 03	48,880 64	3,375 85	178,208 55			12,036 97		313,703 04
Midland Railway of Manitoba	53,233 10	54,635 49	8,776 62	218,835 07		13,391 35	15,193 63		364,068 26
Moncton & Buctouche	30,061 48	8,112 58	42 53	17,079 85			5,841 41		61,137 85
Montreal & Atlantic	283,251 38	305,173 10		811,101 46			37,225 95		1,436,751 89
Morrissey, Fernie & Michel	11,981 81	13,302 95		43,149 17			14,094 54		82,528 47
Napierville Junction	47,862 56	25,869 67	1,483 97	103,434 18			22,745 80		201,396 18
Nelson & Fort Sheppard	41,514 15	10,723 97	2,603 51	48,571 96			5,073 46	2 64	108,484 41
New Brunswick Coal & Railway Co	26,976 57	6,017 04	45 00	16,927 61			3,630 59		53,596 81
New Westminster Southern	7,937 85	1,963 73	20 15	6,888 32			807 66	0 15	17,617 56
Ottawa & New York	85,832 04	51,774 83	6,528 20	204,994 33			7,673 44		356,802 84
Père Marquette	355,951 42	237,156 99	64,740 59	1,270,185 22			107,618 53	89 56	2,035,563 19
Quebec Central	275,115 08	190,614 82	29,747 34	841,418 44		12,569 17	59,843 58		1,409,308 43
Quebec, Montreal & Southern	172,136 27	189,445 30	9,989 67	280,137 24			23,227 10		674,935 58
Quebec Oriental	105,920 72	35,862 20		115,864 10			16,987 86		275,634 88
Quebec Railway, Light & Power Co	13,120 75	23,738 21	2,367 09	46,313 78			13,223 10		98,762 93
Red Mountain	11,806 52	1,758 10	809 79	18,803 53			892 78	0 54	34,070 18
Roberval-Saguenay	32,581 32	15,524 63	2,148 69	77,447 66			22,284 87		149,987 17
Rutland & Noyan	4,629 13	2,397 37	1,031 38	7,583 71			890 76		16,532 35
Salisbury & Albert	19,069 54	4,385 51	33 26	20,729 37			6,362 38		50,580 06
St. Lawrence & Adirondack	121,106 59	61,781 40	8,950 83	521,417 89			12,282 68		725,539 39
St. Martins	7,163 57	447 42	43 31	9,482 39			1,314 18		18,450 87
Sydney & Louisburg	162,389 88	265,307 60	2,403 50	340,181 68			43,255 94		813,538 60
Temiscouata	62,608 94	37,964 83	4,980 28	111,118 19			17,282 75		233,954 99
Temiskaming & Northern Ontario	462,892 83	382,105 31	19,674 44	1,153,815 39		49,373 58	105,531 87	1,089 91	2,172,303 51
Thousand Islands	5,060 16	276 18		22,837 44			4,026 11		32,199 89
Toronto, Hamilton & Buffalo	317,566 27	398,082 59	28,234 07	811,689 98		21,667 57	89,997 16		1,667,237 64
Vancouver, Victoria & Eastern	420,822 96	117,899 03	14,417 44	607,186 45		3,642 29	25,590 48	240 06	1,189,318 59
Victoria & Sidney, B.C.	5,722 97	2,571 71	1,036 44	22,217 15			2,883 50		34,431 77
Victoria Terminal Ry. & Ferry Co	350 08	158 59	66 15	1,426 32			184 31		2,185 45
Wabash (in Canada)	356,953 35	728,749 68	93,773 33	1,829,089 54		11,613 04	104,122 38	303 64	3,123,997 68
York & Carleton	1,990 04	213 64	17 12	5,972 94			36 02		8,229 76
Final Total	51,614,857 71	57,304,234 84	6,342,393 99	145,107,396 15	1,552,958 83	4,443,665 75	7,597,985 10	8,056 58	273,955,435 79

TABLE 7.—Income Account for

TABLEAU 7.—Compte du revenu pour

Number.—Numéro.	Name of Railway. — Nom du chemin de fer.	Net.		Outside Operations.—Opérations extérieures.			
		Operating Revenue. — Revenu des opérations.	Operating Deficit. — Déficit des opérations.	Revenue. — Revenu.	Expense. — Dépenses.	Profit. — Profits.	Loss. — Pertes.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	578,615 90					
2	Algoma Eastern	287,730 96					
3	Alberta Great Waterways		9,856 77	4,166 84	7,274 83		3,107 99
4	Atlantic, Quebec & Western	1,635 75					
5	Brandon, Saskatchewan & Hudson Bay		94,677 37				
6	British Yukon	92,956 49					
7	Canada & Gulf Terminal	9,703 29		2,000 00		2,000 00	
8	Canada Southern	5,238,522 61					
	Canadian Gov. Railways—						
9	Intercolonial		2,079,001 95				
10	Prince Edward Island		537,233 64				
11	International of New Brunswick		170,685 64				
12	St. John & Quebec		58,996 01				
13	Transcontinental		2,199,505 05				
14	Canadian Northern System	5,543,559 45					
15	Canadian Pacific	38,704,152 69		5,313,208 52	3,719,018 46	1,594,190 06	
16	Cape Breton		12,084 18				
17	Caraquet & Gulf Shore	780 60					
18	Central Canada		28,513 46				
19	Central Vermont		18,080 00				
20	Crow's Nest Southern		104,553 91				
21	Cumberland	14,669 06					
22	Dominion Atlantic	297,220 14		5,392 39	6,048 33		655 91
23	Eastern British Columbia		298 50				
24	Edmonton, Dunvegan & British Columbia	118,167 28		25,648 19	11,835 86	13,812 33	
25	Elgin & Havelock		4,541 71				
26	Essex Terminal	30,328 11					
27	Esquimalt & Nanaimo	296,354 29					
28	Fredericton & Grand Lake Coal & Railway Co.	64,865 95					
29	Grand Trunk System	7,714,324 32					
30	Grand Trunk Pacific		414,072 72	72,963 50		72,963 50	
31	Grand Trunk Pacific Br'h Lines		618,902 50				
32	Hereford		85,879 27				
33	Kent Northern	8,451 65					
34	Kettle Valley		38,293 26				
35	Lotbiniere & Megantic	5,599 44					
36	Maine Central	1,096 86					
37	Manitoba Great Northern		102,517 17				
38	Maritime Coal, Railway & Power Co	28,952 61					
39	Massawippi Valley		93,259 94				
40	Midland of Manitoba		80,671 22				
41	Moncton & Buctouche		26,350 38				
42	Montreal & Atlantic	8,962 02					
43	Morrissey, Fernie & Michel	12,242 17					
44	Napierville Junction	91,979 09					
45	Nelson & Fort Sheppard		53,193 25				
46	New Brunswick Coal & Railway Co	4,830 03					
47	New Westminster Southern		12,610 97				
48	Ottawa & New York		76,155 66				
49	Pere Marquette	1,253,636 01					
50	Quebec Central	553,249 71					

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the year ending June 30, 1918.

l'exercice terminé le 30 juin 1918.

Total.		Taxes Deduction. — Déduction des taxes.	Total.		Other income from all other Sources.— Autres recettes prov. de toutes les autres sources.	Total Gross Corporate. Total brut du revenu.		Number.—Numéro.
Net Revenue. — Revenu net.	Net Deficit. — Déficit net.		Operating Income. — Opérations revenu.	Operating Loss. — Operations pertes.		Income. — Revenu.	Loss. — Pertes.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
578,615 90		31,976 03	546,639 87		134,381 21	681,021 08		1
287,730 96		3,194 79	284,536 17		2,089 16	286,625 33		2
	12,964 76	1,865 43		14,830 19	23,217 84	8,387 65		3
1,635 75		3,276 56		1,640 81	60,569 62	58,928 81		4
	94,677 37	1,072 98		95,750 35	355 98		95,394 37	5
92,956 49		6,826 17	86,130 32		15,965 00	102,095 32		6
11,703 29		1,091 04	10,612 25			10,612 25		7
5,238,522 61		603,069 54	4,635,453 07		584,162 53	5,219,615 60		8
	2,079,001 95			2,079,001 95			2,079,001 95	9
	537,233 64			537,233 64	303 25		536,930 39	10
	170,685 64			170,685 64	333 74		170,351 90	11
	58,996 01			58,996 01	216 71		58,779 30	12
	2,199,505 05			2,199,505 05	25,840 80		2,173,664 25	13
5,543,559 45		434,488 02	5,109,071 43			5,109,071 43		14
40,298,342 75		2,279,604 09	38,018,738 66		11,276,718 35	49,295,457 01		15
	12,084 18			12,084 18			12,084 18	16
780 60			780 60			780 60		17
	28,513 46	230 80		28,744 26			28,744 26	18
	18,080 00	7,767 45		25,847 45	22,538 95		3,308 50	19
	104,553, 91	24,690 11		129,244 02	15 03		129,228 99	20
14,669 06			14,669 06			14,669 06		21
296,564 20		1,682 13	294,882 07		17,000 00	311,882 07		22
	298 50	3,088 90		3,387 40			3,387 40	23
131,979 61		2,109 10	129,870 51		40,289 07	170,159 58		24
	4,541 71			4,541 71			4,541 71	25
30,328 11			30,328 11			30,328 11		26
296,354 29		39,541 47	256,812 82			256,812 82		27
64,865 95		269 35	64,596 60			64,596 60		28
7,714,324 32		799,377 90	6,914,946 42		4,062,874 61	10,977,821 03		29
	341,109 22	49,963 19		391,072 41	2,335,409 83	1,944,337 42		30
	618,902 50	23,794 02		642,696 52	418 33		642,278 19	31
	85,879 27	1,829 91		87,709 18	21 00		87,688 18	32
8,454 65			8,454 65			8,454 65		33
	38,293 26	13,593 89		51,887 15			51,887 15	34
5,599 44		900 00	4,699 44			4,699 44		35
1,096 86		669 69	427 17			427 17		36
	102,547 17	671 44		103,218 61	318 43		102,900 18	37
28,952 64			28,952 64			28,952 64		38
	93,259 94	2,008 17		95,268 11	1,402 02		93,866 09	39
	80,674 22	26,251 90		106,926 12	24,755 88		82,170 24	40
	26,350 38	170 55		26,520 93			26,520 93	41
8,962 02		22,582 97		13,620 95	1,400 00		12,220 95	42
12,242 17		125 91	12,116 26			12,116 26		43
91,979 09		904 42	91,074 67		2,660 21	93,734 88		44
	53,193 25	23,804 41		76,997 66	7,422 97		69,574 69	45
4,830 03			4,830 03			4,830 03		46
	12,610 97	631 46		13,242 43	7,616 60		5,625 83	47
	76,155 66	12,191 98		88,347 64	3,769 93		84,577 71	48
1,253,636 04		21,403 66	1,232,232 38		159,388 23	1,391,620 61		49
553,249 71		15,250 19	537,999 52		5,500 53	543,500 05		50

TABLE 7.—Income Account for the

TABLEAU 7.—Compte du revenu pour

Number. Numéro.	Name of Railway. — Nom du chemin de fer.	Net.		Outside Operations.—Opérations extérieures.			
		Operating Revenue. — Revenu des opérations.	Operating Deficit. — Déficit des opérations.	Revenue. — Revenu.	Expenses. — Dépenses.	Profit. — Profits.	Loss. — Pertes.
		$ cts	$ cts	$ cts	$ cts	$ cts	$ cts
51	Quebec, Montreal & Southern		29,264 35				
52	Quebec Oriental	25,974 25					
53	Quebec Railway, Light & Power Co	22,078 58					
54	Red Mountain		21,882 85				
55	Roberval-Saguenay	49,555 57					
56	Rutland & Noyan		5,875 35				
57	Salisbury & Albert	97 75					
58	St. Lawrence & Adirondack	637,345 37					
59	St. Martins		3,790 51				
60	Sydney & Louisburg	107,174 36					
61	Temiscouata	67,006 12					
62	Temiskaming & Northern Ontario	178,806 36					
63	Thousand Islands	14,688 34					
64	Toronto, Hamilton & Buffalo	898,470 73					
65	Vancouver, Victoria & Eastern		527,748 45				
66	Victoria & Sidney, B.C.		3,286 87				
67	Victoria Terminal Railway & Ferry Co	17 21		151 00	2 10	148 90	
68	Wabash (in Canada)	511,280 33					
69	York & Carleton	1,115 56					
		63,776,500 07	7,511,785 91	5,123,530 91	3,744,179 58	1,683,111 79	3,763 93

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year ending June 30, 1918—*Continued.*

l'exercice terminé le 30 juin 1918—*Suite.*

Total.		Taxes Deduction. — Déduction des taxes.	Total.		Other income from all other Sources.— Autres recettes prov. de toutes les autres sources.	Total Gross.-Total brut. Corporate. du revenu.		Number.—Numéro.
Net Revenue. — Revenu net.	Net Deficit. — Déficit net.		Operating Income. — Opérations revenu.	Operating Loss. — Operations pertes.		Income. — Revenu.	Loss. — Pertes.	
$ cts	$ cts.	$ cts	$ cts.	$ cts	$ cts	$ cts	$ cts	
	29,264 35	9,654 82		38,919 17	294,563 79	255,644 62		51
25,974 25		3,087 58	22,886 67		1 00	22,887 67		52
22,078 58		7,609 08	14,469 50			14,469 50		53
	21,882 85	3,850 77		25,733 62	35 63		25,697 99	54
49,555 57		1,322 50	48,233 07		47,500 00	95,733 07		55
	5,875 35	8 37		5,883 72	4,000 00		1,883 72	56
97 75			97 75			97 75		57
637,345 37		8,674 73	628,670 64		726 11	629,396 75		58
	3,790 51			3,790 51			3,790 51	59
107,174 36			107,174 36			107,174 36		60
67,006 12		4,530 94	62,475 18		1,059 84	63,535 02		61
478,806 36			478,806 36		156,484 21	635,290 57		62
14,688 34		102 91	14,585 43		714 67	15,300 10		63
898,470 73		82,783 34	815,687 39		82,903 53	898,590 92		64
	527,718 45	124,903 22		652,621 67	222,696 28		129,925 39	65
	3,286 87	1,202 41		4,489 28			4,489 28	66
166 11		1,562 55		1,396 44	223 05		1,173 39	67
511,280 33			511,280 33			511,280 33		68
1,415 56			1,415 56			1,415 56		69
65,385,995 42	7,441,930 40	4,711,262 84	61,024,636 96	7,791,834 78	19,627,863 92	79,882,353 72	7,021,687 62	

TABLE 7.—Income Account for the

TABLEAU 7.—Compte due revenu pour

	Name of Railway. — Nom du chemin de fer.	Deductions from Gross Corporate		
		Rents Accrued for Lease of other Roads. — Loyers provenant des baux sur d'autres voies.	Other Rents. — Autres loyers.	Loss on Separately Operated Properties. — Pertes sur propriétés exploitées séparement.
		$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay		11,976 79	
2	Algoma Eastern		174,626 54	
3	Alberta Great Waterways		40,289 07	
4	Atlantic, Quebec & Western		20,636 83	
5	Brandon, Saskatchewan & Hudson Bay		1,868 39	
6	British Yukon			
7	Canada & Gulf Terminal			
8	Canada Southern		2,901,696 24	
	Canadian Government Railways—			
9	Intercolonial		254,191 45	
10	Prince Edward Island			
11	International of New Brunswick		17,755 60	
12	St. John & Quebec		27,992 21	
13	Transcontinental		493,525 44	
14	Canadian Northern System	225,000 00	507,574 18	
15	Canadian Pacific	2,372,133 58	129,196 15	
16	Cape Breton			
17	Caraquet & Gulf Shore		10,207 41	
18	Central Canada		7,478 10	
19	Central Vermont		36,347 18	
20	Crow's Nest Southern		6,553 70	
21	Cumberland			
22	Dominion Atlantic	48,966 98	54,282 50	
23	Eastern British Columbia		10,597 45	
24	Edmonton, Dunvegan & British Columbia		41,632 35	
25	Elgin & Havelock			
26	Essex Terminal			
27	Esquimalt & Nanaimo		35,167 15	
28	Fredericton & Grand Lake Coal & Railway Co		36,732 75	
29	Grand Trunk System	574,979 30	171,721 30	
30	Grand Trunk Pacific		151,109 02	1,891,971 87
31	Grand Trunk Pacific Branch Lines		110 00	
32	Hereford		1,207 90	
33	Kent Northern		1,450 00	
34	Kettle Valley	28,605 06	69,751 81	
35	Lotbiniere & Megantic		2,106 96	
36	Maine Central		226 33	
37	Manitoba Great Northern		7,196 37	
38	Maritime Coal, Railway & Power Co		6,777 42	
39	Massawippi Valley	24,000 00	45,979 98	
40	Midland of Manitoba		82,043 38	
41	Moncton & Buctouche		1,551 15	
42	Montreal & Atlantic	33,120 00	32,055 86	
43	Morrissey, Fernie & Michel			
44	Napierville Junction		58,244 32	
45	Nelson & Fort Sheppard		4,663 60	
46	New Brunswick Coal & Railway Co		5,245 45	
47	New Westminster Southern		26 37	
48	Ottawa & New York		58,083 33	
49	Pere Marquette	174,674 02	736,891 93	
50	Quebec Central		36,154 35	
51	Quebec, Montreal & Southern		4,374 71	
52	Quebec Oriental		23,313 57	
53	Quebec Railway, Light & Power Co			
54	Red Mountain		180 27	

year ending June 30, 1918—*Continued.*

l'exercice terminé le 30 juin 1918—*Suite.*

Income.—Déductions du revenu brut.					Net Corporate.—Revenu net.		
Interest Accrued on Funded Debt. — Intérêt acquis sur dette consolidée.	Other Interest. — Autre intérêt.	Sinking Funds. — Fonds d'amortissement.	All other Deductions. — Toutes autre déductions.	Total Deductions. — Déductions totales.	Income. — Revenu.	Loss. — Pertes.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
526,650 00			249,976 67	788,603 46		107,582 38	1
138,875 02	16,319 40			329,820 96		43,195 63	2
133,200 00	18,161 35			191,650 42		183,262 77	3
				20,636 83	38,291 98		4
				1,868 39		97,262 76	5
102,238 00	2,785 76			105,023 76		2,928 44	6
					10,612 25		7
1,130,200 00	524,478 03		1,034 75	4,557,409 02	662,206 58		8
				254,191 45		2,333,193 40	9
						536,930 39	10
				17,755 60		188,107 50	11
				27,992 21		86,771 51	12
				493,525 44		2,667,189 69	13
11,004,175 65	4,994,548 99		51,959 93	16,783,258 75		11,674,187 32	14
647,491 67	10,917 86			3,159,739 26	46,135,717 75		15
						12,084 18	16
				10,207 41		9,426 81	17
39,712 07				47,190 17		75,934 43	18
14,234 60			20,036 70	70,618 48		73,926 98	19
				6,553 70		135,782 69	20
					14,669 06		21
	239,926 67			343,176 15		31,294 08	22
			1,134 20	11,731 65		15,119 05	23
331,120 00	58,982 00		2,120 95	436,855 30		266,695 72	24
						4,541 71	25
					30,328 11		26
193,280 00				228,447 15	28,365 67		27
			45,675 67	82,408 42		17,811 82	28
7,620,689 78	1,541,342 17		2,014,442 52	11,923,175 07		945,354 04	29
6,368,084 04	901,577 08		21,164 22	9,333,906 23		7,389,568 81	30
665,228 37	566,614 06		133 33	1,232,085 76		1,874,363 95	31
32,000 00			500 00	33,707 90		121,396 08	32
				1,450 00	7,004 65		33
541,200 00				639,559 87		691,447 02	34
				2,106 96	2,592 48		35
	3,150 00			3,376 33		2,949 16	36
				7,196 37		110,096 55	37
				6,777 42	22,175 22		38
				69,979 98		163,846 07	39
	130 55			82,173 93		164,344 17	40
				1,551 45		28,072 38	41
52,650 00				117,825 86		130,046 81	42
			5,080 60	5,080 60	7,035 66		43
			18 13	58,262 45	35,472 43		44
				4,663 60		74,238 29	45
				5,245 45		415 42	46
				26 37		5,652 20	47
				58,083 33		142,661 04	48
249,800 00				1,161,365 95	230,254 66		49
257,560 94				293,715 29	249,784 76		50
	258,561 22			262,935 93		7,291 31	51
99,591 50				122,905 07		100,017 40	52
126,283 52				126,283 52		111,814 02	53
				180 27		25,878 26	54

TABLE 7.—Income Account for the

TABLEAU 7.—Compte du revenu pour

	Name of Railway — Nom du chemin de fer.	Deductions from Gross Corporate		
		Rents Accrued for Lease of other Roads. — Loyers provenant des baux sur d'autres voies.	Other Rents. — Autres loyers.	Loss on Separately Operated Properties. — Pertes sur propriétés exploitées séparement.
		$ cts	$ cts	$ cts.
55	Roberval-Saguenay		3,153 15	
56	Rutland & Noyan			
57	Salisbury & Albert			
58	St. Lawrence & Adirondack	10,000 00	192,090 38	
59	St. Martins			
60	Sydney & Louisburg			
61	Temiscouata		13,631 45	
62	Temiskaming & Northern Ontario		109,002 07	
63	Thousand Islands		2,876 18	
64	Toronto, Hamilton & Buffalo		12,384 05	
65	Vancouver, Victoria & Eastern		213,514 07	
66	Victoria & Sidney, B.C		2,565 34	
67	Victoria Terminal Railway & Ferry Co		163 73	
68	Wabash (in Canada)			
69	York & Carleton		114 60	
	Final total.	3,491,478 94	6,873,321 18	1,891,971 87

year ending June 30, 1918—*Concluded.*

l'exercice terminé le 30 juin 1918—*Fin.*

Income.—Déductions du revenu brut.					Net Corporate.—Revenu net.		
Interest Accrued on Funded Debt. — Intérêt acquis sur dette consolidée.	Other Interest. — Autre intérêt.	Sinking Funds. — Fonds amortissement.	All other Deductions. — Toutes autre déductions.	Total Deductions. — Déductions totales.	Income. — Revenu.	Loss. — Pertes.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
63,760 00	10,504 40		3,868 43	81,285 98	14,447 09		55
4,000 00				4,000 00		5,883 72	56
					97 75		57
49,007 55				251,097 93	378,298 82		58
	437 36			437 36		4,227 87	59
					107,174 36		60
12,166 66		9,733 33		35,531 44	28,003 58		61
	4,022 90			113,024 97	522,265 60		62
3,000 00				5,876 18	9,423 92		63
257,199 99	18,240 53			287,824 57	610,766 35		64
				213,514 07		643,439 46	65
2,500 00	12,167 62			17,232 96		21,722 24	66
	18 66			182 39		1,355 78	67
					511,280 33		68
				144 60	1,270 96		69
30,665,899 36	9,182,886 61	9,733 33	2,417,146 10	54,532,437 39	49,657,540 02	31,329,311 31	

TABLE 7.—Income Account for the

TABLEAU 7.—Compte du revenu pour

	Name of Railway. — Nom du chemin de fer.	Disposal of Net Corporate Income.		
		Dividends.—Dividendes.		
		Common Stock. — Actions ordinaires.	Preferred Stock. — Actions particulières.	Total Dividends. — Total des dividendes.
		$ cts	$ cts	$ cts
1	Algoma Central & Hudson Bay			
2	British Yukon			
3	Canada Southern	450,000 00		450,000 00
4	Canadian Pacific	26,000,000 00	10,278,672 14	36,278,672 14
5	Hereford	32,000 00		32,000 00
6	Quebec Central	169,080 16		169,080 16
7	Quebec Railway, Light & Power		52,500 00	52,500 00
8	Toronto, Hamilton & Buffalo	225,625 00		225,625 00
9	Balance Railwnys not distributed			
	Totals	26,876,705 16	10,331,172 14	37,207,877 30

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year ending June 30, 1918.

l'exercice terminé le 30 juin 1918.

—Distribution des recettes nettes des compagnies.

Additions and Betterments Charged to Income. — Additions et amélioration imputées au revenu.	Appropriation to Reserve. — Appropriation à la réserve.	Miscellaneous. — Divers.	Applied to Improvements. — Appliqué aux améliorations.	Total. — Total.	Balance. Credit of Profit and Loss Account. — Crédit du compte des profits et pertes.	Balance. Debit of Profit and Loss Account. — Débit du comte des profits et pertes.	
$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	
.....	192,495 65	.....	.....	192,495 65	.....	300,078 03	1
.....	3,335 92	.....	.....	3,335 92	.....	6,264 36	2
.....	.....	.....	.....	450,000 00	212,206 58	.....	3
.....	.....	.....	.....	36,278,672 14	9,857,045 61	.....	4
Cr. 209 43	.....	.....	.....	31,790 57	.....	153,186 65	5
.....	.....	.....	.....	169,080 16	80,704 60	.....	6
.....	.....	.....	.....	52,500 00	.....	164,314 02	7
.....	.....	.....	.....	225,625 00	385,141 35	.....	8
.....	.....	.....	.....	.....	1,999,064 58	30,985,590 39	9
Cr. 209 43	195,831 57	.....	.....	37,403,499 44	12,534,162 72	31,609,433 45	

Table 7A.—Current Assets and Liabilities.

Tableau 7A.—Actif et passif, compte courant.

Current Assets Available for Payment of Current Liabilities.—Actif pour couvrir le passif.

Name of Railway. — Nom du chemin de fer.	Cash. — En espèces.	Bills Receivable. — Billets receivables.	Due from Agents. — Du par les Agents.	Due from Solvent Companies, Etc. — Du par des compagnies solvables, etc.	Traffic Balances. — Balance du trafic.	Other Cash Assets. — Autre actif en espèces.	Total Assets. — Total de l'actif.
	$ cts.	$ cts	$ cts	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central	508,066 13		33,028 79	363,304 18	4,760 69	3,400 76	912,560 55
Algoma Eastern	92,734 67	700 00	3,194 17	136,186 82	11,292 64	2,278 37	246,386 67
Alberta, Quebec & Western	31,268 33		51,387 20	77,716 65			160,372 18
Alberta & Great Waterways	937 41		826 80	327,685 59		803,511 30	1,132,961 10
Brandon, Saskatchewan & Hudson Bay							
British Yukon							
Canada & Gulf Terminal	1,418 07		552 08	928 52	7,257 07		10,155 74
Canada Southern	61,513 44	76,742 64		239,429 04		3,150 00	380,835 12
Canadian Northern	17,028,275 29		2,411,430 87	6,992,049 83			26,431,755 99
Canadian Pacific	43,430,155 34		3,926,051 56	8,521,288 29	2,677,509 29		58,555,004 48
Carsquet & Gulf Shore		3,862 94	2,366 76			955 60	7,185 30
Crow's Nest Southern				36,792 86			36,792 86
Central Canada				405,825 92		393,733 18	799,559 10
Detroit River Tunnel	175,978 56			120,104 62			296,083 18
Dominion Atlantic	12,396 86		50,775 51	9,962 32			73,434 69
Eastern British Columbia	2,059 60			26 44	2,617 62	2,143 59	6,847 25
Edmonton, Dunvegan & British Columbia	11,123 56		16,618 17	179,160 46	17,185 33	517,265 54	741,353 06
Elgin & Havelock							
Grand Trunk				44,663,623 80	3,100,319 48		47,763,943 28
Grand Trunk Pacific	1,639,957 17			4,791,144 31	1,008,452 68	15,751 93	7,455,306 09
Grand Trunk Pacific Branch Lines	70,949 37			121,488 57		3 00	192,440 94
International Bridge	1,539,797 08			57,126 43			1,596,923 51
Kent Northern	2,026 17			1,084 52		210 00	3,320 69
Kettle Valley		74,532 99	5,961 22	156,987 43	48,124 09		285,905 73
Manitoba Great Northern							
Midland of Manitoba	65,083 66		1,416 86	57,083 24			123,583 76
Moncton & Buctouche	1,877 11		91 63	676 31			2,655 05
Morrissey, Fernie & Michel	2,148 90		53 02	3,140 17	178 94	130 96	5,652 29
Napierville Junction	59,902 78		6,432 90		77,935 35	44,490 41	188,761 44
Nelson & Fort Sheppard	7,376 83	55,000 00		58,426 26			120,803 09

New Westminster Southern							
Pere Marquette	2,154,015 03	1,363 69	664,965 28		13,435 87	2,700,918 03	5,534,697 90
Quebec Central	151,491 52		43,227 83	32,803 51	45,408 85		272,931 71
Quebec, Montreal & Southern	176,394 79	274,322 63	25,060 72	453,830 26	113,532 99	7,635 55	1,047,776 94
Quebec Oriental	4,560 14		2,553 93	12,038 53	64,118 55		83,271 15
Quebec Railway, Light & Power				28,886 30			28,886 30
Red Mountain							
Roberval & Saguenay		11,914 75	10,819 85			4,938 32	41,159 81
Salisbury & Albert	3,903 58	6,546 28					10,449 86
Temiscouata	48,003 16	2,334 96	4,096 01	2,478 73	19,317 19	1,140 15	77,370 20
Temiskaming & Northern Ontario			27,796 55	341,245 13	164,365 58	7,100 00	540,507 26
Thousand Islands	10,162 42	15,197 89	116 00	1,475 78			26,952 09
Toronto, Hamilton & Buffalo	394,736 32	500 00	371,769 50	313,621 30			1,080,627 12
Vancouver, Victoria & Eastern				182,153 27			182,153 27
Victoria Terminal		1 00	3,791 44	10,083 93			13,876 37
Victoria & Sidney	3,608 09		413 30	992 15	958 75		5,972 29

TABLE 7A.—Current Assets and Liabilities—*Concluded.*

TABLEAU 7A.—Actif et passif, compte courant—*Fin.*

Current Liabilities.—Passif compte courant

Name of Railway. / Nom du chemin de fer.	Loans, Bills Payable. / Billets d'emprint. payables.	Audited Vouchers and Accounts. / Pièces verifiées et comptes.	Wages and Salaries. / Gages et salaries.	Traffic Balances. / Soldes du trafic.	Dividends Uncalled For. / Dividendes non réclamés.	Interest Coupons Unpaid. / Coupons d'intérêt non payés.	Rents. / Loyers.	Miscellaneous. / Divers.	Total Liabilities. / Total du passif.
	$ cts	$ cts	$ cts	$ cts.	$ cts	$ cts.	$ cts	$ cts	$ cts.
Algoma Central		112,891 99	37,842 05	107,275 28		2,058,000 00	541,615 57	12,800 00	2,870,424 89
Algoma Eastern	17,924 94	156,542 29	17,561 19	102,459 37		51,418 02	22,840,68	8,314 23	376,960 72
Atlantic, Quebec & Western		165,105 81	4,955 18	24,355 14		136 41		2,050,000 00	2,241,552 54
Alberta & Great Waterways		22,420 84	3,241 76					1,199,841 63	1,225,504 23
Brandon, Sask. & Hudson Bay		634,498 64							634,498 64
British Yukon				196,488 85				77,991 72	274,480 57
Canada & Gulf Terminal		8,330 27	3,265 41					13,523 98	25,119 66
Canada Southern					1,940 25	245 00	225,000 00		227,185 25
Canadian Northern	95,608,696 66	12,483,707 81	2,467,132 44			2,180,085 44			112,739,622 35
Canadian Pacific		12,591,846 98	3,740,080 85	2,012,968 16	142,349 62	429,107 74		7,189,521 85	26,105,875 20
Carnquet & Gulf Shore	1,427 99	8,464 29	3,154 28					18,733 06	31,779 62
Crow's Nest Southern		673,614 07							673,614 07
Central Canada	487,894 86	45,369 98	139 50						533,404 34
Detroit River Tunnel					90,000 00				90,000 00
Dominion Atlantic	1,606,912 50	81,354 44	23,473 89	26,027 62					1,737,768 45
Eastern British Columbia	420,000 00	3,343 70	3,719 75	1,117 58				417 60	428,628 63
Edmonton, Dunvegan & B.C.		1,688,230 99	19,609 23	217 65					1,708,057 87
Elgin & Havelock	8,734 44	2,095 95				20,974 99			31,805 38
Grand Trunk	33,787,375 82	7,667,386 29	3,135,945 51		185,764 84	3,468,212 03		17,225,22265	65,469,907 14
Grand Trunk Pacific	19,593,316 85	1,652,076 70	872,496 70			6,332,734 82		1,090,603 31	29,541,228 38
G.T.P. Branch Lines	11,019,686 55	143,035 04				25,767 87		920,541 01	12,109,030 47
International Bridge								1,239,754 85	1,239,754 85
Kent Noerthrn	564 55	2,434 61	249 61	1,603 83					4,852 60
Kettle Valley	90,831 05	107,020 81	30,341 49	53,493 33		2,255,000 00		40 00	2,536,726 68
Manitoba Great Northren		602,913 02							602,913 02
Midland of Manitoba		785,722 69	8,217 32						793,940 01
Moncton & Buctouche	505 20	28,240 96							28,746 16
Morrissey, Fernie & Michel	21,506 25	3,115 58	1,968 20					140,052 18	166,672 21
Napierville Junction	6,200 00	23,198 06		7,393 65				40,288 40	77,080 11
Nelson & Fort Sheppard		1,027,589 90							1,027,589 90
New Westminster Southern		86,923 40							86,923 40
Pere Marquette	2,500,000 00	2,006,675 86	977,588 66	1,165,249 26		797,697 50		373,005 33	7,820,216 61

Quebec Central		154,712 58	72,247 35	31,696 68	43,690 62	203,508 74		168,597 20	674,453 17
Quebec, Montreal & Southern	8,702,033 84	71,684 41		77,255 26				556 13	8,851,529 61
Quebec Oriental		153,479 54	7,651 73	61,335 11		711,020 00			898,422 38
Quebec Railway, Light & Power		1,308,232 48							1,308,232 48
Red Mountain		292,516 00							292,516 00
Roberval & Saguenay	173,360 59	18,215 02						44,407 47	235,983 08
Salisbury & Albert	2,268 53		2,466 00						4,734 53
Temiscouata		6,515 86	13,197 41	7,447 58	1,418 92			24,164 81	52,744 58
Temiskaming & Northern Ontario	98,715 93	283,167 05	1,670 84	31,563 76				2 46	415,120 04
Thousand Islands	2,022 19	2,990 57							5,012 76
Toronto, Hamilton & Buffalo	500,000 00	527,422 41	15,643 98	413,104 93	56,406 25	5,380 00		858 67	1,518,816 24
Vancouver, Victoria & Eastern		1,221,042 76	3 83						1,221,046 59
Victoria Terminal		138,971 05	532 52	2,124 90				8,724 05	150,352 52
Victoria & Sidney		4,314 75	1,158 63	2,786 98				4,733 23	12,993 59

TABLE 8.—Summary of Earnings and Expenses for the year ending June 30, 1918.

TABLEAU 8.—Sommaire des recettes et des dépenses pour l'année finissant le 30 juin 1918.

Name of Railway. — Nom du chemin de fer.	Bridge Tolls Revenue. — Péages sur ponts. Revenu.	Sleeping Car Revenue. — Chars-dortoirs. Revenu.	Parlour and Chair Car Revenue. — Chars-palais. Revenu.	Switching Revenue. — Aiguillage. Revenu.	Power Revenue. — Force motrice. Revenu.	Rents of Buildings and other Property. — Loyer d'édifices et autres propriétés.	Total Revenue. — Total du revenu.	Total Operating Expenses. — Total des frais d'exploitation.	Net Operating Revenue. — Revenu net de l'exploitation.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Detroit River Tunnel Co.						1,050,000 00	1,050,000 00		1,050,000 00
International Bridge Co.	438,831 96						438,831 96	83,255 74	355,576 22
St. Clair Tunnel Co.				314,883 50	8,589 36	1,221 50	324,694 36	176,058 09	148,636 27
The Pullman Co.		704,647 00	39,614 00				744,261 00	583,294 27	160,966 73
Totals	438,831 96	704,647 00	39,614 00	314,883 50	8,589 36	1,051,221 50	2,557,787 32	842,608 10	1,715,179 22

TABLE 9.—Summary of Passengers and Tons Carried, Train Mileage and Mileage Operated for the year ending June 30, 1918.

Name of Railway. — Nom du chemin de fer.	Tons Carried. — Tonnes de marchandises transportées.	Tons Carried One Mile. — Tonnes transportées un mille.	Passengers Carried. — Voyageurs transportés.	Passengers Carried One Mile. — Voyageurs transportés un mille.	Revenue Freight-trains. — Trains donnant revenu marchandises.	Revenue Passenger-trains. — Trains donnant revenu voyageurs.	Revenue Mixed-trains. — Convois mixt. donnant revenu.	Special Revenue Train. — Trains spéciale revenu.	Total Revenue Train. — Revenu total trains.	Non-revenue Train. — Convois sans des
	No.	No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Algoma Central & Hudson Bay	836,280	101,339,272	38,564	2,625,082	306,515	60,330	14,840	1,011	382,696	14,578
Algoma Eastern	2,609,163	32,657,663	60,477	1,414,976	101,109	50,623	.....	.....	151,732	170
Alberta & Great Waterways	60,263	4,953,011	9,835	624,985	18,633	6,015	20,792	.....	45,440	601
Atlantic, Quebec & Western	220,110	8,727,641	44,636	1,348,970	40,723	28,789	36,239	.....	105,751	1,367
Brandon, Saskatchewan & Hudson Bay	26,043	1,126,725	22,022	781,807	21,528	42,926	.....	.....	64,454	.....
British Yukon	28,700	2,463,575	6,913	368,720	4,837	461	28,655	586	34,539	2,611
Canada & Gulf Terminal	46,988	1,400,419	25,667	560,603	.....	.....	20,304	260	20,564	.....
Canada Southern	10,409,361	1,566,969,563	1,518,705	150,629,334	1,829,515	1,976,572	146,941	371	3,953,399	76,293
Canadian Government Railways—										
Intercolonial	8,177,862	2,090,377,028	4,632,016	284,633,916	4,728,109	3,190,339	467,589	5,709	8,391,746	280,053
Prince Edward Island	193,470	8,409,498	376,891	9,383,641	37,033	94,517	216,079	.....	347,629	16,857
International of New Brunswick	157,642	10,880,580	34,565	1,375,699	64,019	35,256	67,762	56	167,093	11,091
St. John & Quebec	78,943	3,331,975	50,534	1,227,846	12,483	430	65,559	.....	78,472	5,201
Transcontinental	4,078,734	1,476,798,332	913,566	57,772,534	2,290,743	826,597	431,031	385	3,548,756	138,580
Canadian Northern System	14,048,252	4,188,935,476	10,294,830	327,608,708	9,711,230	6,279,467	1,887,796	41,469	17,919,962	1,036,158
Canadian Pacific	30,522,035	13,875,720,871	15,179,047	1,519,558,178	23,791,329	17,652,919	1,956,288	9,449	43,409,985	958,378
Cape Breton	7,811	196,518	13,221	282,325	.....	.....	19,406	.....	19,406	.....
Caraquet & Gulf Shore	46,799	1,923,474	14,596	598,636	.....	.....	.....	.....	.....	.....
Central Canada	13,374	648,613	6,030	292,307	1,456	.....	10,284	100	11,840	1,047
Central Vermont	575,816	15,470,141	281,822	3,702,901	70,539	119,132	34,829	503	225,003	8,445
Crow's Nest Southern	197,730	8,065,046	11,373	337,407	48,325	33,023	.....	.....	81,348	6,362
Cumberland	344,897	2,632,576	44,845	530,197	10,622	.....	27,994	.....	38,616	.....
Dominion Atlantic	435,265	30,937,539	430,225	17,568,926	178,744	251,060	90,088	839	520,731	17,383
Eastern British Columbia	153,309	1,697,650	3,240	32,922	.....	456	7,608	.....	8,064	481
Edmonton, Dunvegan & British Columbia	189,918	28,172,596	16,757	5,816,711	118,488	85,020	22,518	4,113	230,139	7,662
Elgin & Havelock	11,389	125,279	8,232	90,552	.....	.....	14,748	.....	14,748	.....
Essex Terminal	368,732	1,843,660	.....	.....	.....	.....	28,000	.....	28,000	.....
Esquimalt & Nanaimo	546,459	18,884,313	308,656	7,795,133	111,831	151,272	4,140	.....	267,243	14,606
Fredericton, Grand Lake Coal & Railway Co.	218,948	7,794,103	14,317	379,244	.....	.....	32,486	.....	32,486	.....
Grand Trunk System	23,385,853	4,531,932,818	11,011,854	568,371,287	9,911,701	7,026,797	650,071	760	17,589,332	604,639
Grand Trunk Pacific	2,138,472	815,253,290	430,762	53,702,766	2,002,253	986,247	93,690	473	3,082,663	349,250
Grand Trunk Pacific Branch Lines	1,221,326	114,971,677	287,837	14,969,331	413,789	326,244	221,491	745	962,269	137,460

Hereford	111,726	3,259,518	28,452	444,533	1,161	30,403	32,137		63,701	2,188
Kent Northern	14,400		6,500							
Kettle Valley	320,680	21,373,586	58,523	6,529,504	134,444	197,039	25,512	5,699	362,694	74,540
Lotbiniere & Megantic	62,867	895,894	11,370	156,968			18,780		18,780	
Maine Central	219,372	1,118,797	104,116	530,992	4,040	3,950	5,900		13,890	145
Manitoba Great Northern	41,286	1,846,846	6,564	148,662	4,680	9,984	24,024		38,688	41
Maritime Coal, Railway & Power Co	278,853	2,866,268	19,465	179,198			31,615		31,615	
Massawippi Valley	565,037	16,612,478	169,901	2,346,103	38,375	63,368	22,505		124,248	2,027
Midland of Manitoba	173,783	12,404,579	59,941	3,627,683	42,545	98,765			141,310	
Moncton & Buctouche	18,957	379,140	22,899	503,778			15,024		15,024	2,612
Montreal & Atlantic	1,781,437	98,909,665	332,004	8,117,480	238,812	136,535	154,661		530,008	6,483
Morrissey, Fernie & Michel	466,244	2,844,088	105,050	640,805			35,511		35,511	
Napierville Junction	845,512	24,241,474	80,069	2,825,270	32,270	50,068	13,358	42	95,738	5,801
Nelson & Fort Sheppard	35,525	1,088,625	25,384	580,357	18,451	36,732			55,183	2,277
New Brunswick Coal & Railway Co	44,177	674,382	26,074	624,120			37,725		37,725	
New Westminster Southern	28,377	137,270	907	14,191	440		3,690		4,130	
Ottawa & New York	502,409	26,062,989	134,160	3,313,407	54,984	75,222		60	130,266	8,131
Pere Marquette	2,892,736	535,492,444	208,517	3,952,893	788,656	186,568			975,224	4,556
Quebec Central	1,160,735	94,587,884	450,755	19,419,465	235,931	270,164	249,219	2,720	758,034	217,067
Quebec, Montreal & Southern	773,455	36,639,853	243,371	5,618,844	110,122	90,071	74,632		274,825	25,104
Quebec Oriental	206,492	17,135,410	40,720	2,274,323	103,983	29,926	30,696		164,605	16,410
Quebec Railway, Light & Power Co	236,031	3,392,882	41,123	277,991	25,232	2,345			27,577	231
Red Mountain	25,064	217,855	6,466	58,022			8,928		8,928	249
Roberval-Saguenay	178,692	5,728,126	36,630	606,151	36,640	23,922	9,393		69,955	2,760
Rutland & Noyan	326,406	1,106,516	30,005	101,717	2,358	1,217			3,605	
Salisbury & Albert	47,598	1,192,141	10,924	246,042			28,900		28,900	
St. Lawrence & Adirondack	2,494,847	100,356,770	636,992	12,929,274	183,528	144,371		55	327,954	9,501
St. Martins	11,359	161,688	5,916	112,166		60	14,580		14,640	
Sydney & Louisburg	3,433,044	52,191,604	160,395	2,014,350	155,078	24,808	20,096		199,982	
Temiscouata	230,345	8,922,073	66,648	1,840,642	6,169	50,808	68,003		124,980	14,204
Temiskaming & Northern Ontario	1,157,869	217,260,868	484,696	26,981,491	577,150	396,794	51,937	354	1,026,235	25,356
Thousand Islands	41,046	246,276	40,097	240,582			82,678		82,678	
Toronto, Hamilton & Buffalo	3,584,724	135,128,399	509,315	16,395,275	217,703	212,114		888	430,705	9,012
Vancouver, Victoria & Eastern	975,733	30,535,327	150,885	4,048,356	74,354	112,221	101,785	74	288,434	37,589
Victoria & Sidney, B.C	19,682	180,694	53,129	679,282	7,168	27,180	1,264		35,612	
Victoria Terminal Railway & Ferry Co	11,973	11,853	51,134	50,623	446	1,684	79		2,209	
Wabash (in Canada)	2,861,479	619,141,319	159,167	27,167,525	1,222,737	349,348			1,572,085	3,332
York & Carleton	13,791	82,746	6,995	41,970			7,776		7,776	
Total	127,543,687	31,029,072,279	50,737,294	3,190,025,682	60,143,014	41,850,189	7,787,636	76,721	109,857,560	4,158,919

ELECTRIC RAILWAYS.—

TABLE 1.—Summary of Road Mileage, Passengers and

TABLEAU 1.—Sommaire des chemins, milles parcourus et

No / N°	Name of Railway. / Nom du chemin de fer.	Track Mileage. / Voies. — Length of Road First Main Track. / Longueur de chemin, première voie principale.	Length of Road Second Main Track. / Longueur de chemin seconde voie pale.	Total Main Track. / Longueur totale de voie principale.	Length of Sidings and Turnouts. / Longueur de voies de déviation et de garage.	Total Computed as Single Track. / Total calculé comme voie simple
1	Berlin & Waterloo (now Kitchener & Waterloo)	3·28	1·40	4·68	0·38	5·06
2	Berlin & Northern	3·15		3·15		3·15
3	Berlin, Waterloo, Wellesley & Lake Huron	17·81	2·90	20·71	7·25	27·96
4	Brandon Municipal	10·31		10·31		10·31
5	Brantford & Hamilton	23·19		23·19	0·30	23·49
6	Brantford Municipal	14·61	1·95	16·56		16·56
7	British Columbia	244·22	72·43	316·56	49·41	366·06
8	Calais Street	7·00		7·00		7·00
9	Calgary Municipal	55·50	15·50	71·00	1·00	72·00
10	Canadian Resources Development	1·75		1·75	0·16	1·91
11	Cape Breton	30·59		30·59	1·29	31·88
12	Chatham, Wallaceburg & Lake Erie	38·05		38·05	3·66	41·71
13	Cornwall	4·00		4·00	2·50	6·50
14	Edmonton Radial	31·09	21·27	52·36	1·54	53·90
15	Fort William	19·88	9·56	29·44	0·94	30·38
16	Guelph Radial	8·03		8·03	0·67	8·70
17	Halifax Tramways (now Nova Scotia Tramways & Power Co., Ltd.)	12·29	9·29	21·58	0·04	21·62
18	Hamilton & Dundas	6·98	0·20	7·18	1·60	8·78
19	Hamilton, Grimsby & Beamsville	22·60		22·60	3·60	26·20
20	Hamilton Street	17·40	16·30	33·70		33·70
21	Hamilton Radial	22·86	8·69	31·55	0·20	31·75
22	Hull	15·67	12·15	27·82	3·90	31·72
23	International Transit	4·30		4·30	0·22	4·52
24	Kingston, Portsmouth & Cataraqui	7·00	1·00	8·00		8·00
25	Lake Erie & Northern	51·00		51·00	3·80	54·80
26	Lethbridge Municipal	7·00	4·13	11·13		11·13
27	Levis County	11·75		11·75		11·75
28	London Street	27·48	7·64	35·12	0·98	36·10
29	London & Lake Erie	29·75		29·75	1·50	31·25
30	London & Port Stanley	24·50		24·50	19·80	44·30
31	Moncton Tramways	4·47		4·47	0·03	4·50
32	Montreal Tramways	124·26	80·41	204·67	28·82	233·49
33	Montreal & Southern Counties	52·20		52·20	4·33	56·53
34	Moosejaw	9·00	1·50	10·50	1·50	12·00
35	Nelson	2·13	1·25	3·38	0·05	3·43
36	Niagara Falls Park & River	11·91	11·20	23·11	1·37	24·48
37	Niagara, St. Catharines & Toronto	61·58		61·58	20·03	81·61
38	Niagara, Welland & Lake Erie	1·87		1·87	0·30	2·17
39	Nipissing Central	15·37		15·37	4·79	20·16
40	Oshawa	9·00	3·00	12·00	1·00	13·00
41	Ottawa	28·11	24·71	52·82		52·82
42	Peterborough Radial	6·55		6·55	0·79	7·34
43	Port Arthur	12·43	6·10	18·53	1·04	19·57

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CHEMINS DE FER ÉLECTRIQUES.

Freight carried for the year ending June 30, 1918.

voyageurs transportés pendant l'exercice terminé le 30 juin 1918.

	Car Mileage. — Milles parcourus.			Passenger Traffic. — Voyageurs transportés.			Freight Traffic. — Marchandises transportées.	
Length of Track Leased. — Longueur de voies offer-mées.	Passenger Car Mileage. — Milles parcourus voitures voyageurs.	Freight, Mail and Express Car Mileage. — Milles parcourus marchandises, postes et messageries.	Total Car Mileage. — Total de parcours par les voitures.	Fare Passengers Carried. — Voyageurs payant place	Transfer Passengers Carried. — Voyageurs de correspondances.	Total Passengers Carried. — Total des voyageurs.	Number of Tons of Freight Carried. — Nombre de tonnes de merchandises transportées.	No — N°
	199,334		199,334	1,315,037	14,253	1,329,290		1
	35,254		35,254	161,266		161,266		2
	259,061	40,508	299,569	1,294,337		1,294,337	176,949	3
								4
	334,007	40,456	374,463	711,848		711,848	5,337	5
	393,921	7,938	401,859	1,909,750		1,909,750	82	6
147·52	11,845,266	1,223,784	13,069,050	52,853,373	7,649,360	60,502,733	365,426	7
	183,960		183,960	748,697	11,429	760,126		8
	2,900,042	12,460	2,912,502	14,519,256	3,959,893	18,479,149	8,945	9
	6,388		6,388	1,913		1,913		10
19·03	701,674	18,681	720,355	5,466,012	85,580	5,551,592		11
	200,000	148,650	348,650	258,776		258,776	97,250	12
	208,440	18,815	227,255	440,851		440,851	89,733	13
	1,845,497	17,202	1,862,699	10,214,019	1,370,727	11,584,746	200	14
	730,107		730,107	3,430,129	684,666	4,114,795		15
	209,350	11,000	220,350	1,125,552	185,180	1,310,732	23,721	16
	1,371,352		1,371,352	9,537,172	842,401	10,379,573		17
	161,181		161,181	1,002,355		1,002,355	352	18
	378,487	35,032	413,519	739,386		739,386	40,921	19
	2,754,918		2,754,918	18,303,824	4,441,099	22,744,923		20
	486,869	14,998	501,867	1,167,273		1,167,273	47,746	21
	819,448	34,767	854,215	3,278,032	52,692	3,330,724	7,270	22
	261,528		261,528	2,258,563	150	2,258,713		23
	199,680		199,680	1,049,697	139,046	1,188,743		24
	340,536	72,236	412,772	440,508		440,508	64,802	25
	259,983		259,983	1,086,813	32,353	1,119,166		26
	425,963	12,558	438,521	1,964,291	342,149	2,306,440	2,130	27
	1,913,047		1,913,047	11,987,965	1,682,848	13,670,813		28
								29
	486,130	347,437	833,567	842,641		842,641	614,351	30
	79,792		79,792	351,698		351,698		31
								32
27·83	713,920	195,428	909,348	2,263,702	147,623	2,411,325	12,467	33
	458,226		458,226	2,441,341		2,441,341		34
	60,750		60,750	332,234		332,234		35
	274,328		274,328	1,155,160		1,155,160		36
	1,250,374	111,710	1,362,084	5,788,656	128,431	5,917,087	429,703	37
	84,566		84,566	680,515		680,515		38
13·13	253,864		253,864	1,179,920		1,179,920		39
	52,121	32,585	84,706	307,112		307,112	227,064	40
	4,998,041		4,998,041	29,347,692	9,782,564	39,130,256		41
	433,782		433,782	1,575,652	428,706	2,004,358		42
	641,992		641,992	3,626,722	248,113	3,874,835		43

TABLE 1.—Summary of Road Mileage, Passengers and

TABLEAU 1.—Sommaire des chemins, milles parcourus et

No / N°	Name of Railway. / Nom du chemin de fer.	Track Mileage. / Voies.				
		Length of Road First Main Track. / Longueur de chemin, première voie principale.	Length of Road Second Main Track. / Longueur de chemin seconde voie principale.	Total Main Track. / Longueur totale de voie principale.	Length of Sidings and Turnouts. / Longueur de voies de déviation et de garage.	Total Computed as Single Tracks. / Total calculé comme voie simple.
44	Quebec, Railway, Light & Power (Citadel)	16·75	5·38	22·13		22·13
45	Quebec Railway, Light & Power (Montmorency)	28·60	9·80	38·40	3·00	41·40
46	Regina Municipal	25·34	6·78	32·12	2·15	34·27
47	Sandwich, Windsor & Amherstburg	41·37		41·37		41·37
48	Sarnia	8·25		8·25	1·00	9·25
49	Sherbrooke	9·00		9·00	0·53	9·53
50	Sudbury, Copper Cliff Suburban	9·00		9·00		9·00
51	Shawanagan Falls	3·75		3·75		3·75
52	St. Thomas	6 25		6·25	0·25	6·50
53	Saskatoon	12·63	3·53	16·16	0·12	16·28
54	Schomberg & Aurora	14·40		14·40		14·40
55	Suburban Rapid Transit	17·26	3·44	20 70	0·32	21·02
56	Toronto	61·86	59·52	121·38	8·43	129·81
57	Toronto Suburban	19·54		19·54		19·54
58	Toronto & York Radial	72·17		72·17	9·83	82 00
59	Toronto Civic	10 26	9 77	20·03	1·60	21·63
60	Three Rivers Traction Co	7·10		7·10	0·50	7·60
61	Winnipeg	63·26	39 64	102·90	7·38	110·28
62	Windsor, Essex & Lake Shore	36 17	1 13	37·30	1 85	39 15
63	Winnipeg, Selkirk & Lake Winnipeg	38·48	1·54	40·02	0·82	40 84
64	Yarmouth	3·00		3·00		3·00
	Totals	1,616·36	453·11	2,069·17	206·57	2,276 04

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Freight carried for the year ending June 30, 1918—*Concluded.*

voyageurs transportés pendant l'exercice terminé le 30 juin 1918—*Fin.*

	Car Mileage. — Milles parcourus.			Passenger Traffic. — Voyageurs transportés.			Freight Traffic. — Merchandises traasportées.	
Length of track Leased. — Longueur de voies affermées.	Passenger car Mileage. — Milles parcourus par voitures voyageurs.	Freight, Mail and Express Mileage. — Milles parcourus par voitures marchandises, postes et messageries	Total car Mileage. — Total de milles parcourus par les voitures.	Fare passengers Carried. — Voyageurs pavaat place.	Transfer passengers Carried. — Total des voyagenrs de correspoadances.	Total passengers Carried. — Voyageurs transportés.	Number of Tons of of freight Carried. — Nombre de tonnes de marchandises transportées.	No — N°
	2,138,959		2,138,959	12,671,372	3,150,045	15,821,417		44
	438,704		438,704	1,781,609		1,718,609		45
	925,890	7,533	933,423	5,167,522	617,478	5,785,000	32,636	46
9·45	1,102,308		1,102,308	6,544,570	966,099	7,510,669		47
	204,244	4,952	209,196	1,254,647	100,936	1,355,583	156,518	48
	408,797		408,797	1,481,892	261,022	1,742,914		49
	128,256		128,256	506,818	5,010	511,828		50
								51
				441,620	123,568	565,188		52
	752,100		752,100	4,111,042	691,844	4,802,886		53
	45,639	16,003	61,642	39,109		39,109	12,532	54
	826,624		826,624	2,625,703	160,329	2,786,032	844	55
	20,676,608		20,676,608	164,142,462	63,721,914	227,864,376		56
	633,451	16,121	649,572	4,119,109	292,353	4,411,462	4,002	57
	1,491,456	103,393	1,594,849	7,464,032		7,464,032	44,502	58
	1,460,204		1,460,204	18,232,979	1,714,888	19,947,867		59
	390,347		390,347	1,578,601	328,618	1,907,219		60
	10,154,286		10,154,286	56,065,534	19,203,894	75,269,428		61
	269,083	104,878	373,961	549,057	3,974	553,031	26,858	62
	435,403		435,403	1,181,083		1,181,083	5,189	63
	90,660		90,660	246,955		246,955		64
216·96	81,786,198	2,649,125	84,435,323	487,365,456	123,571,235	610,936,691	2,497,530	

TABLE 2.—Summary of Capital at the close of the year ending June 30, 1918.

TABLEAU 2.—Sommaire du capital à la fin de l'exercice terminé le 30 juin 1918.

No / N°	Name of Railway. / Nom du chemin de fer.	Stocks. — Actions.	Bonds. — Obligations.	Total Capital. — Capital total.
		$	$	$
1	Berlin & Waterloo (now Kitchener & Waterloo)		141,763	141,763
2	Berlin & Northern	17,800	2,400	20,200
3	Berlin, Waterloo, Wellesley & Lake Huron	125,000	426,000	551,000
4	Brandon Municipal		450,000	450,000
5	Brantford & Hamilton	300,000	660,000	960,000
6	Brantford Municipal		270,000	270,000
7	British Columbia	9,173,000	7,068,138	16,241,138
8	Calgary Municipal		2,365,173	2,365,173
9	Canadian Resources Development	486,000		486,000
10	Cape Breton (*a*)	1,359,000	1,096,000	2,455,000
11	Chatham, Wallaceburg & Lake Erie	760,600	694,500	1,455,100
12	Cornwall	200,000		200,000
13	Edmonton Interurban	600,000		600,000
14	Edmonton Radial		3,065,660	3,065,660
15	Fort William Terminal Railway & Bridge Co.	125,000		125,000
16	Fort William		1,112,000	1,112,000
17	Grand Valley	1,100,000	688,800	1,788,800
18	Guelph Radial	193,000		193,000
19	Halifax Tramway (*a*) (Now Nova Scotia Tramways & Power Co.)	4,586,000	2,250,000	6,836,000
20	Hamilton and Dundas	100,000	100,000	200,000
21	Hamilton, Grimsby & Beamsville	235,000	150,000	385,000
22	Hamilton Radial	111,150	160,000	271,150
23	Hamilton Street	1,205,000	400,000	1,605,000
24	Hull	292,000		292,000
25	International Transit Co.	150,000	160,000	310,000
26	Kingston, Portsmouth & Cataraqui	83,100	99,250	182,350
27	Lake Erie & Northern	1,500,000	2,317,500	3,817,500
28	Lethbridge Municipal		463,439	463,439
29	Levis County	422,900	151,100	574,000
30	London Street	637,480	563,000	1,200,480
31	London & Lake Erie	2,000,000	840,000	2,840,000
32	London & Port Stanley		1,131,000	1,131,000
33	Moncton Tramways (*a*)	1,125,400	289,000	1,414,400
34	Montreal Tramways	3,394,300	35,608,153	39,002,453
35	Montreal & Southern Counties	1,000,000		1,000,000
36	Moosejaw	760,372	35,000	795,372
37	Nelson		81,000	81,000
38	Niagara Falls, Park & River		600,000	600,000
39	Niagara, St. Catharines & Toronto	922,000	1,098,000	2,020,000
40	Niagara, Welland & Lake Erie	250,000	48,000	298,000
41	Nipissing Central	530,000		530,000
42	Oshawa	40,000	18,452	58,452
43	Ottawa	1,876,900	410,000	2,286,900
44	Peterborough Radial	100,000		100,000
45	Picton County	300,000	300,000	600,000
46	Port Arthur		850,602	850,602
47	Quebec Ry., Light & Power Co. (*a*)	3,250,000	2,525,670	5,775,670
48	Regina		1,075,000	1,075,000
49	Sandwich, Windsor & Amherstburg	297,000	600,000	897,000
50	Sarnia	90,000	90,000	180,000
51	Saskatoon		793,036	793,036
52	Shawinigan Falls Terminal	300,000	193,800	493,800
53	Sherbrooke (*a*)	1,127,000	1,114,700	2,241,700
54	St. John	800,000	1,000,000	1,800,000
55	St. Stephen, now Calais Street	100,000	100,000	200,000
56	St. Thomas	85,028		85,028
57	Suburban Rapid Transit	100,000	500,000	600,000
58	Sudbury & Copper Cliff	173,100	94,000	267,100

a Represents all divisions of the Company.

TABLE 2.—Summary of Capital at the close of the year ending June 30, 1918—*Concluded.*

TABLEAU 2.—Sommaire du capital à la fin de l'exercice terminé le 30 juin 1918—*Fin.*

No N°	Name of Railway. Nom du chemin de fer.	Stocks. Actions.	Bonds. Obligations.	Total Capital. Capital total.
		$	$	$
59	Sydney & Glace Bay	500,000	385,000	885,000
60	Schomberg & Aurora	250,000	300,000	550,000
61	Three Rivers Traction	250,700	450,000	700,700
62	Toronto	12,000,000	4,210,200	16,210,200
63	Toronto Suburban	1,500,000	2,628,000	4,128,000
64	Toronto & York Radial	2,000,000	1,640,000	3,640,000
65	Toronto Civic		2,082,737	2,082,737
66	Windsor, Essex & Lake Shore	750,000	750,000	1,500,000
67	Winnipeg (*a*)	13,380,000	5,000,000	18,380,000
68	Winnipeg, Selkirk & Lake Winnipeg	500,000	653,200	1,153,200
69	Windsor & Tecumseh	100,000	189,000	289,000
70	Yarmouth	250,990	250,000	500,990
	Final Totals	73,864,820	93,388,273	167,253,093

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

No. / N°	Name of Railway. / Nom du chemin de fer.	Revenue from Transportation. / Recettes des voitures. — Passenger Revenue. / Voyageurs.	Baggage Revenue. / Marchandises.	Parlour chair and Special Car Revenue. / Wagons-salons et voitures spéciales.
		$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo (now Kitchener & Waterloo)	51,740 66	235 25	
2	Berlin & Northern	47,465 90		
3	Berlin, Waterloo, Wellesley & Lake Huron	91,591 07	5 90	
4	Brandon Municipal			
5	Brantford & Hamilton	179,124 99		679 90
6	Brantford Municipal	107,370 67		
7	British Columbia	2,700,773 69		
8	Calais Street	37,449 67		
9	Calgary	597,883 01		
10	Canadian Resources Development	95 65		
11	Cape Breton	273,300 60		980 25
12	Chatham, Wallaceburg & Lake Erie	57,350 07	1 30	
13	Cornwall	18,777 75		
14	Edmonton Radial	488,030 51		249 70
15	Fort William	146,490 32		308 77
16	Guelph Radial	45,153 43		
17	Halifax Tramways (now Nova Scotia Tramways and Power Co.)	413,341 92		
18	Hamilton & Dundas	73,368 14		946 66
19	Hamilton, Grimsby & Beamsville	103,173 01		556 10
20	Hamilton Street	782,728 82		262 00
21	Hamilton Radial	151,569 98		161 10
22	Hull	169,158 46	2,343 22	
23	International Transit Co	91,498 82		
24	Kingston, Portsmouth & Cataraqui	48,069 33		
25	Lake Erie & Northern	139,138 59	3 50	
26	Lethbridge Municipal	52,029 58		
27	Levis County	92,267 26		55 00
28	London Street	437,810 95		489 34
29	London & Lake Erie			
30	London & Port Stanley	170,861 75	1,595 21	8 00
31	Moncton Tramways	15,015 97		
32	Montreal Tramways			
33	Montreal & Southern Counties	261,515 47	176 70	2,219 95
34	Moosejaw	104,440 36		
35	Nelson	14,275 20		
36	Niagara Falls Park & River	108,825 06	0 50	134 90
37	Niagara, St. Catharines & Toronto	464,639 08	216 95	
38	Niagara, Welland & Lake Erie	31,368 02		
39	Nipissing Central	81,017 62	445 25	427 50
40	Oshawa	15,355 59	0 30	
41	Ottawa	1,281,970 27	63 15	
42	Peterborough Radial	74,306 00		
43	Pictou County			
44	Port Arthur	142,152 97		336 48
45	Quebec Rly. Light & Power Co. (Citadel)	534,184 72		983 74
46	Quebec Rly. Light & Power Co. (Montmorency)	188,010 86	89 20	5,348 98
47	Regina Municipal	227,297 45		905 90
48	Sandwich, Windsor & Amherstberg	319,735 82		549 00
49	Sarnia	55,136 36	2,478 36	
50	Saskatoon	205,368 94		
51	Schomberg & Aurora	10,522 96		
52	Shawinigan Falls			
53	Sherbrooke	63,706 39		44 00
54	St. Thomas	19,632 50		

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Operation for the year ending June 30, 1918.

d'exploitation pour l'exercice terminé le 30 juin 1918.

Revenue from Transportation. — Recettes des voitures.							
Mail Revenue. — Postes.	Express Revenue. — Messageries.	Milk Revenue. — Lait.	Freight Revenue. — Marchandises.	Switching Revenue. — Aiguillage.	Miscellaneous Revenue. — Recettes diverses.	Total.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,742 50						53,718 41	1
221 25					40 40	7,727 55	2
1,793 99	14,785 21		112,035 05			220,211 22	3
							4
	432 64		20,764 46			201,001 99	5
			1,760 53			109,131 20	6
			517,923 93			3,218,697 62	7
						37,449 67	8
			7,075 58			604,958 59	9
						95 65	10
1,508 34	9,493 29				620 00	285,902 48	11
571 22	1,441 16	485 70	60,225 73	1,172 35		121,247 53	12
1,040 53			13,399 44			33,217 72	13
			142 00		3,328 48	491,750 69	14
387 50						147,186 59	15
			4,268 74			49,422 17	16
						413,341 92	17
248 00	1,035 36		157 57			75,755 73	18
750 00	9,595 50		29,281 91			143,356 52	19
						782,990 82	20
234 00			12,141 73			164,106 81	21
1,000 01			31,687 11			204,188 80	22
			21 00			91,519 82	23
						48,069 33	24
	15,535 91		54,703 99			209,381 99	25
						52,029 58	26
350 00			3,400 49			96,072 75	27
666 67						438,966 96	28
							29
1,140 08	3,993 24		121.721 94	21,887 02		321,207 24	30
						15,015 97	31
							32
232 96	5,388 43	9,176 50	19,901 23			298,611 24	33
						104,440 36	34
						14,275 20	35
556 48	390 65			2,349 28		112,256 87	36
663 55	4,423 31	1,238 00	230,800 82	33,615 87	460 79	736,058 37	37
						31,368 02	38
		79 54		12,631 72		94,601 63	39
582 72	10,757 02		130,065 37	1,139 45		157,900 45	40
3,825 18				30 00	267 00	1,289,155 60	41
						74,306 00	42
							43
350 00					6 45	142,845 90	44
198 12					6,813 35	542,179 93	45
1,297 84	4,294 85	811 25				199,882 98	46
			7,128 61		2,232 88	237,564 84	47
735 00			8,175 90			329,195 72	48
2,212 00			5,478 13			65,304 85	49
						205,368 94	50
			7,369 16			17,892 12	51
			57,507 10	3,294 00		60,801 10	52
						63,750 39	53
						19,632 50	54

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

No / N°	Name of Railway. / Nom du chemin de fer.	Revenue from Transportation. / Recettes des voitures. — Passenger Revenue. / Voyageurs.	Baggage Revenue. / Marchandises.	Parlour Chair and Special Car Revenue. / Wagons-salons et voitures spéciales.
		$ cts.	$ cts.	$ cts.
55	Suburban Rapid Transit Co.	103,227 17		237 60
56	Sudbury Copper Cliff Suburban	41,523 94		
57	Three Rivers Traction Co.	78,673 65		272 00
58	Toronto	6,415,847 64		
59	Toronto Civic	305,694 37		
60	Toronto Suburban	229,462 49		
61	Toronto & York Radial	597,339 36		
62	Windsor, Essex & Lake Shore	127,344 86		2,169 80
63	Winnipeg	2,159,607 49		1,517 75
64	Winnipeg, Selkirk & Lake Winnipeg	123,816 60		275 75
65	Yarmouth	11,984 26		
	Totals	21,943,644 04	7,654 79	20,120 17

SESSIONAL PAPER No. 20b

Operation for the year ending June 30, 1918—*Concluded.*

d'exploitation pour l'exercice terminé le 30 juin 1918—*Fin.*

Revenue from Transportation. — Recettes des voitures.							No. — N°
Mail Revenue. — Postes.	Express Revenue. — Messageries.	Milk Revenue. — Lait.	Freight Revenue. — Marchandises.	Switching Revenue. — Aiguillage.	Miscellaneous Revenue. — Recettes diverses.	Total.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
720 00	504 00	5,046 15				109,734 92	55
						41,523 94	56
468 00			1 65			79,415 30	57
						6,415,847 64	58
						305,694 37	59
100 00	8,395 05	2,093 96			502 17	240,553 67	60
3,499 00	2,090 36		74,587 16			677,515 88	61
	1,079 81		25,825 13		1,319 12	157,738 72	62
6,570 00					688 47	2,168,383 71	63
	1,617 23		17,857 11			143,566 69	64
400 00						12,384 26	65
34,064 94	95,253 02	18,931 10	1,575,408 57	76,119 69	16,279 11	23,787,475 43	

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

No. / N°	Name of Railway. / Nom du chemin de fer	Revenue from Operations / Recettes d'exploiation			
		Station and Car Priveleges. / Privilèges de gares et voitures.	Parcel-room Receipts. / Salle des colis	Storage. / Emmagasinage.	Car Service. / Voitures
		$ cts	$ cts	$ cts	$ cts
1	Berlin and Waterloo (now Kitchener and Waterloo)	621 00			
2	Berlin and Northern	150 00			
3	Berlin, Waterloo, Wellesley and Lake Huron				
4	Brandon Municipal				
5	Brantford and Hamilton		62 88		
6	Brantford Municipal				
7	British Columbia				
8	Calais Street	150 00			
9	Calgary	6,175 13			
10	Canadian Reserves Development				
11	Cape Breton	999 96			
12	Chatham, Wallaceburg and Lake Erie	327 81	21 85		470 00
13	Cornwall	232 00			
14	Edmonton Radial	4,299 90			
15	Fort William	673 50			
16	Guelph Radial	451 25			
17	Halifax Tramways (now Nova Scotia Tramways and Power Co				
18	Hamilton and Dundas	100 00			
19	Hamilton, Grimsby and Beamsville	350 00			
20	Hamilton Street	725 00			
21	Hamilton Radial	300 00			
22	Hull	1,075 00			
23	International Transit Co	1,493 49			
24	Kingston, Portsmouth and Cataraqui	400 00			
25	Lake Erie and Northern		75 10		
26	Lethbridge Municipal				
27	Levis County	660 00			
28	London Street	3,222 17			
29	London and Lake Erie				
30	London and Port Stanley			103 21	6,549 00
31	Moncton Tramways	200 00			
32	Montreal Tramways				
33	Montreal and Southern Counties	1,597 22	180 15	12 84	121 00
34	Moosejaw	1,001 05			
35	Nelson				
36	Niagara Falls Park and River	382 22	23 39		
37	Niagara, St. Catharines and Toronto	502 13	1,709 58	260 44	15,291 50
38	Niagara, Welland and Lake Erie	238 80			
39	Nipissing Central	500 00			1,593 00
40	Oshawa	426 80		500 66	12,191 00
41	Ottawa	3,125 00			
42	Peterborough Radial	440 00			
43	Picton County				
44	Port Arthur	824 49			
45	Quebec Railway, Light and Power Co. (Citadel)	3,211 88			
46	Quebec Railway, Light and Power Co. (Montmorency)	2,716 63	160 58	44 70	1,134 42
47	Regina Municipal	4,950 94			
48	Sandwich, Windsor and Amherstburg	1,220 00			
49	Sarnia				
50	Saskatoon	1,304 94			
51	Schomberg and Aurora				
52	Shawinigan Falls				

SESSIONAL PAPER No. 20b

Operation for the year ending June 30, 1918—*Continued.*

d'exploitation pour l'exercice terminé le 30 juin 1918—*Suite.*

other than Transportation. — autres que par les voitures.								
Telegraph and Telephone Service. — Télégraphe et téléphone.	Rents of Tracks and Terminals. — Loyers de voies et de terminus.	Rents of Equipment. — Loyers du matériel.	Rents of Buildings and other Property. — Loyers de bâtiments et autres propriétés.	Power — Force-motrice.	Miscellaneous. — Divers.	Total.	Total Gross Earnings. — Total des recettes brutes.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	
.....	1,563 42	.....	.....	1,873 49	150 00	4,207 91	57,926 32	1
.....	.....	.....	203 50	.....	78 88	432 38	8,159 93	2
0 80	600 00	.....	316 78	65 57	145 24	1,128 39	221,339 61	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	286 48	5,881 67	.....	.....	6,231 03	207,233 02	5
.....	.....	549 96	.....	1,620 00	.....	2,169 96	111,301 16	6
.....	.....	.....	.....	.....	.....	.....	3,218,697 62	7
.....	.....	87 59	.....	4,208 16	31 15	4,476 90	41,926 57	8
.....	.....	.....	.....	.....	895 75	7,070 88	612,029 47	9
.....	.....	.....	.....	.....	.....	.....	95 65	10
.....	.....	.....	.....	.....	.....	999 96	286,902 44	11
.....	.....	2,865 25	254 54	.....	5,398 27	9,337 72	130,585 25	12
.....	.....	.....	.....	168 00	1,645 64	2,045 64	35,263 36	13
.....	.....	.....	720 00	.....	2,253 13	7,273 03	499,023 72	14
.....	.....	.....	.....	.....	128 08	801 58	147,988 17	15
.....	.....	.....	249 96	2,640	.....	727 61	50,149 78	16
.....	.....	.....	.....	.....	8,350 72	8,350 72	421,692 64	17
.....	7,341 65	388 06	161 00	.....	.....	7,990 71	83,746 44	18
.....	.....	5,244 47	3,072 00	.....	.....	8,666 47	152,022 99	19
.....	.....	1,736 18	1,977 58	.....	.....	4,438 76	787,429 58	20
.....	.....	8,105 14	978 00	.....	.....	9,383 14	173,489 95	21
.....	356 00	274 85	1,350 00	.....	.....	3,055 85	207,244 65	22
.....	.....	.....	.....	.....	47,758 09	49,251 58	140,771 40	23
.....	.....	.....	902 80	.....	437 11	1,739 91	49,809 24	24
.....	.....	1,044 00	612 00	.....	124 49	1,855 59	211,237 58	25
.....	.....	.....	783 00	1,121 58	210 65	2,115 23	54,144 81	26
.....	.....	.....	.....	.....	.....	660 00	96,732 75	27
.....	.....	.....	194 50	.....	329 76	3,746 43	442,713 39	28
.....	.....	.....	.....	.....	.....	.....	.....	29
.....	5,601 35	.....	2,859 22	.....	32,594 03	47,706 81	368,914 05	30
.....	.....	.....	.....	.....	.....	200 00	15,215 97	31
.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	515 00	1,881 00	297 55	4,605 06	303,216 30	33
.....	.....	.....	.....	.....	1,740 72	2,741 77	107,182 13	34
.....	.....	.....	.....	.....	320 90	320 90	14,596 10	35
.....	.....	0 42	175 01	676 54	.....	1,257 58	113,514 45	36
.....	93 24	2 74	856 92	.....	11,647 62	30,364 17	766,422 54	37
.....	.....	.....	.....	.....	.....	238 80	31,606 82	38
.....	.....	.....	196 00	.....	535 62	2,824 62	97,426 25	39
.....	.....	.....	1,291 72	.....	680 32	15,090 50	172,990 95	40
.....	.....	.....	775 40	736 56	394 60	5,031 56	1,294,187 16	41
.....	.....	.....	.....	.....	118 28	558 28	74,864 28	42
.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	178 71	.....	300 00	597 89	1,901 09	144,746 99	44
.....	.....	.....	.....	.....	154 91	3,366 79	545,546 72	45
.....	.....	.....	1,698 82	.....	3,276 40	9,031 55	208,914 53	46
.....	.....	130 00	12 00	.....	1,355 39	6,448 33	244,013 17	47
.....	.....	.....	15 00	.....	988 38	2,223 38	331,419 10	48
.....	.....	.....	.....	.....	3,649 84	3,649 84	68,954 69	49
.....	.....	.....	.....	.....	1,424 83	2,729 77	208,098 71	50
.....	.....	.....	.....	.....	.....	.....	17,892 12	51
.....	.....	.....	.....	.....	564 05	564 05	61,365 15	52

TABLE 3.—Summary of Gross Earnings from

TABLEAU 3.—Sommaire des recettes brutes

No. — N°	Name of Railway — Nom du chemin de fer.	Revenue from Operations — Recettes d'exploiation			
		Station and Car Priveleges. — Privilèges de gares et voitures.	Parcel-room Receipts. — Salle des colis.	Storage. — Emmagasinnge.	Car Service. — Voitures
		$ cts	$ cts	$ cts	$ cts
53	Sherbrooke	841 18			
54	St. Thomas	360 50			
55	Suburban Rapid Transit Co				
56	Sudbury, Copper Cliff Suburban				
57	Three Rivers Traction Co	560 75			
58	Toronto	36,054 66			
59	Toronto Civic	1,227 00			
60	Toronto Suburban	545 59			
61	Toronto and York Radial	1,300 00			
62	Windsor, Essex and Lake Shore	600 13	154 90		
63	Winnipeg	9,615 00			
64	Winnipeg, Selkirk and Lake Winnipeg	600 00			
65	Yarmouth	261 00			
	Totals	97,014 12	2,388 73	921 85	37,349 92

SESSIONAL PAPER No. 20b

Operation for the year ending June 30, 1918—*Continued.*

d'exploitation pour l'exercice terminé le 30 juin 1918—*Suite.*

other than Transportation. — autres que par les voitures.								
Telegraph and Telephone Service. — Télégraphe et téléphone.	Rents of Tracks and Terminals. — Loyers de voies et de terminus.	Rents of Equipment. — Loyers du matériel.	Rents of Buildings and other Property. — Loyers de bâtiments et autres prporiétés.	Power — Force-motrice.	Miscellaneous. — Divers.	Total.	Total Gross Earnings. — Total des recettes brutes.	No — N°
$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
					689 19	1,530 37	65,280 76	53
					504 43	864 93	20,497 43	54
	654 33	50 01				704 34	110,439 26	55
							41,523 94	56
					6,028 66	6,589 41	86,004 71	57
		4,472 37	2,105 25		52,823 99	95,456 27	6,511,303 91	58
						1,227 00	306,921 37	59
			175 40	35,601 89	536 35	36,859 23	277,412 90	60
			1,098 25	27,074 48	3,264 66	32,737 39	710,253 27	61
			150 00			905 03	158,643 75	62
	500 00	1,800 00				11,915 00	2,180,298 71	63
	1,000 00					1,600 00	145,166 69	64
				23,472 85	9,279 21	33,013 06	45,397 32	65
0 80	17,709 99	27,216 23	29,581 32	98,826 52	201,404 78	512,414 26	24,299,889 69	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du chemin de fer.	Maintenance— — Entretien des			
		Superintendence. — Surintendance.	Ballast. — Testage.	Ties. — Traverses.	Rails.
		$ cts.	$ cts.	$ cts	$ cts
1	Berlin & Waterloo, now Kitchener & Waterloo	1,921 12			
2	Berlin and Northern				
3	Berlin, Waterloo, Wellesley and Lake Huron	1,500 00			3,503 66
4	Brandon Municipal				
5	Brantford and Hamilton				
6	Brantford Municipal	3,274 09			
7	British Columbia	5,105 40	166 22	26,155 85	92 24
8	Calais Street		89 00	160 50	
9	Calgary				
10	Canadian Resources Development				
11	Cape Breton	1,251 96	917 60	1,215 57	0 40
12	Chatham, Wallaceburg and Lake Erie	21 80	173 70	568 50	
13	Cornwall				
14	Edmonton Radial	1,454 60	551 25	212 38	125 65
15	Fort William	4,878 88			
16	Guelph Radial	305 00			
17	Halifax Tramways now Nova Scotia Tramways and Power Co	2,814 99	110 22	1,239 58	896 58
18	Hamilton and Dundas				
19	Hamilton, Grimsby and Beamsville				
20	Hamilton Street				
21	Hamilton Radial				
22	Hull				
23	International Transit Co	445 00			
24	Kingston, Portsmouth and Cataraqui				
25	Lake Erie and Northern	1,500 00			1,116 79
26	Lethbridge Municipal		2,955 85	1,527 08	
27	Levis County			1,557 99	75 60
28	London Street	1,100 00	200 00	1,623 10	4,650 00
29	London and Lake Erie				
30	London and Port Stanley	2,410 05	37 50		
31	Moncton Tramways	38 00			
32	Montreal Tramways				
33	Montreal and Southern Counties	2,792 34			
34	Moosejaw	506 25			
35	Nelson				
36	Niagara Falls, Park and River	391 00	69 55	2,772 28	6 29
37	Niagara, St. Catharines and Toronto	3,221 42	605 00	6,515 50	Cr. 460 00
38	Niagara, Welland and Lake Erie				
39	Nipissing Central	208 50	1,190 96	1,056 09	641 67
40	Oshawa	1,331 62	3 00	827 23	79 50
41	Ottawa	4,019 84		815 76	
42	Peterborough Radial				
43	Pictou County				
44	Port Arthur				
45	Quebec Ry., Lt. and Power Co. (Citadel)	629 00	33 39	741 14	12,215 14
46	" " " (Montmorency)	687 05	276 73	2,099 69	
47	Regina Municipal				
48	Sandwich, Windsor and Amherstburg	1,515 00			
49	Sarnia		1,113 85	769 70	
50	Saskatoon	810 02	50 00	150 00	60 00
51	Schomberg and Aurora			1,810 14	
52	Shawinigan Falls			4,873 52	

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918.

pour l'exercice terminé le 30 juin 1918.

Way and Structures.

voies et constructions.

Rails, Fastenings and Joints. — Rails, attaches et joints.	Special Work. — Travaux spéciaux.	Underground Construction. — Construction sous terre.	Roadway and Track Labour. — Main-d'œuvre pour chemin et voie.	Paving. — Pavage.	Miscellaneous Roadway and Track Expenses. — Diverses dépenses pour chemin et voie.	Cleaning and Sanding Track. — Nettoyage et ensablement de la voie.	Removal of Snow, Ice and Sand. — Enlèvement de la neige, glace et sable.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							550 98	1
					1,134 34	106 72		2
			13,525 55	215 50			3,521 09	3
								4
					12,090 04		2,126 22	5
							860 44	6
2,032 75	1,175 75	3,258 29	87,770 26	5,551 23	2,837 97	10,708 13	3,177 50	7
			1,603 30		36 76	126 00	1,806 73	8
			8,242 60					9
								10
360 11	277 59		9,943 31	226 86	641 01	781 47	10,745 55	11
165 03	49 98		6,363 39	338 49	196 47	35 00	1,453 07	12
					4,583 63		1,371 92	13
417 44	14 93		4,877 12	553 72	447 87	5,517 05	2,182 07	14
							2,900 94	15
					2,548 47			16
	46 39		7,959 53	1,819 27	876 38	7,318 86	6,473 21	17
					7,253 26		3,637 03	18
					15,330 43		1,689 40	19
					21,229 44		8,915 45	20
					19,583 51		4,118 81	21
					9,878 43		9,599 70	22
			2,657 69				246 21	23
					4,278 35		1,940 29	24
			30,079 47				3,726 95	25
250 80			1,424 83		276 24		1,596 35	26
980 58	224 00		6,591 77		1,638 40	868 33	7,524 89	27
1,800 00	5,607 17		25,121 88	5,245 50	258 86		1,620 00	28
								29
341 66	207 46		8,141 89		1,624 32	141 29	2,301 73	30
145 43			840 68		46 92			31
								32
					27,549 19			33
			5,391 98		298 36		1,385 94	34
			1,655 75					35
369 69	501 39		6,418 12	27 99	493 36	936 26	2,643 25	36
5,631 41	5,164 08		39,787 16	2,277 41	2,241 89	300 78	11,527 20	37
					251 38		430 33	38
40 61	682 71		6,899 04		193 72	97 31	4,917 70	39
431 70	1,659 37		2,461 38	1,802 49	98 87	39 00	1,954 04	40
330 85	885 23		8,938 92		2,671 90	1,626 12	44,378 42	41
			842 96		602 79	520 94	1,145 29	42
								43
			6,012 28		6,554 74		1,194 38	44
610 62	1,680 48		77 63	5,437 21	1,507 17	5,862 31	29,256 37	45
251 89			8,421 74				5,243 81	46
			8,751 26					47
								48
737 14			5,869 22	33 60	261 81		30 00	49
6 00			3,620 77			1,440 00	400 00	50
			2,975 77			1,949 97	1,076 30	51
230 85								52

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No — N°	Name of Railway — Nom du chemin de fer.	Maintenance— — Entretien des			
		Superintendence. — Surintendance.	Ballast. — Testage.	Ties — Traverses.	Rails.
		$ cts	$ cts	$ cts	$ cts.
53	Sherbrooke...				
54	St. Thomas.....				
55	Suburban Rapid Transit Co....	83 63			
56	Sudbury, Copper Cliff Suburban	1,868 26			
57	Three Rivers Traction Co.....	1,216 42			
58	Toronto	11,756 52		886 40	2,576 70
59	Toronto Civic				
60	Toronto Suburban	3,903 34		632 32	
61	Toronto and York Radial...	3,987 35	1,209 06	2,516 30	8,479 67
62	Windsor, Essex and Lake Shore				
63	Winnipeg	5,403 64	102 94	3,572 72	1,117 68
64	Winnipeg, Selkirk and Lake Winnipeg.	2,259 55			
65	Yarmouth...				
	Totals	74,612 54	9,855 82	64,299 34	35,177 57

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Way and Structures.
—
voies et constructions.

Rails, Fastenings and Joints. — Rails, attaches et joints.	Special Work. — Travaux spéciaux.	Underground Construction. — Construction sous terre.	Roadway and Track Labour. — Main-d'oeuvre pour chemin et voie.	Paving. — Pavage.	Miscellaneous Roadway and Track Expenses. — Diverses dépenses pour chemin et voie.	Cleaning and Sanding Track. — Nettoyage et ensablement de la voie	Removal of Snow, Ice and Sand. — Enlèvement de la neige, glace et sable.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	4,537 08	475 00	2,140 51	53
.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	.....	.....	.....	6,626 48	471 44	546 99	55
.....	.....	.....	2,646 03	.....	.....	.....	2,677 81	56
.....	.....	.....	2,831 88	.....	.....	2,641 11	6,216 84	57
4,509 88	13,748 99	.....	61,063 75	1,045 43	103 88	6,536 19	19,852 26	58
.....	58 73	.....	2,058 48	340 50	250 57	968 48	907 64	59
291 97	185 10	.....	16,921 39	.....	827 67	3,396 56	7,060 60	60
.....	.....	.....	28,049 58	.....	1,368 26	10,043 86	11,742 30	61
.....	.....	.....	17,344 64	.....	.....	.....	.....	62
3,481 28	8,662 49	.....	11,469 95	9,318 10	2,239 49	12,374 75	4,698 42	63
.....	.....	.....	.....	.....	13,323 35	.....	10 17	64
.....	.....	.....	306 56	.....	.....	.....	.....	65
23,415 69	40,831 84	3,258 29	465,902 51	34,233 30	178,793 06	75,282 93	245,523 10	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No / N°	Name of Railway. / Nom du chemin de fer.	Maintenance— / Entretien de			
		Tunnels / Souterrains.	Elevated structures and Foundations. / Constructions élevées et fondations.	Bridges, Trestles and Culverts. / Ponts, croisillons et ponceaux.	Crossings, Fences, Cattle Guards and Signs. / Traverses, clôtures, cours à bestiaux et enseignes.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo (now Kitchner and Waterloo)				
2	Berlin and Northern				
3	Berlin, Waterloo, Wellesley and Lake Huron			4,969 00	
4	Brandon Municipal				
5	Brantford and Hamilton				
6	Brantford Municipal				
7	British Columbia			3,778 56	2,684 43
8	Calais Street			41 50	103 00
9	Calgary				
10	Canadian Resources Development				
11	Cape Breton			382 00	744 70
12	Chatham, Wallaceburg and Lake Erie	329 92	0 24	903 39	382 87
13	Cornwall				
14	Edmonton Radial			421 04	479 27
15	Fort William				
16	Guelph Radial				
17	Halifax Tramway (Nova Scotia Tramways and Power Co.)				
18	Hamilton and Dundas				
19	Hamilton, Grimsby and Beamsville				
20	Hamilton Street				
21	Hamilton Radial				
22	Hull				
23	International Transit Co				
24	Kingston, Portsmouth and Cataraqui				
25	Lake Erie and Northern			2,130 00	
26	Lethbridge Municipal				
27	Levis County				
28	London Street				
29	London and Lake Erie				
30	London and Port Stanley			125 92	471 38
31	Moncton Tramways				
32	Montreal Tramway				
33	Montreal and Southern Counties				
34	Moosejaw				
35	Nelson				
36	Niagara Falls, Park and River			2,391 03	1,212 59
37	Niagara, St. Catharines and Toronto			2,168 36	2,514 80
38	Niagara, Welland and Lake Erie			8 90	
39	Nepissing Central			211 71	73 60
40	Oshawa				107 10
41	Ottawa			1,326 07	60 56
42	Peterborough Radial				
43	Picton County				
44	Port Arthur			3,012 40	
45	Quebec Rly., Light and Power Co. (Citadel)			386 62	71 19
46	Quebec Rly., Light and Power Co. (Montmorency)			578 59	1,008 28
47	Regina Municipal				
48	Sandwich, Windsor and Amherstberg				
49	Sarnia				
50	Saskatoon				80 00

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Way and Structures.

—

voie et de construction.

Signal and Interlocking Systems. — Signaux et aiguillage à enclanchement.	Telephone and Telegraph Systems. — Signaux de téléphone et de télégraphe.	Other Miscellaneous Way Expenses. — Diverses autres dépenses de chemin.	Poles and Fixtures. — Poteaux et accessoires.	Transmission System. — Service de transmission.	Distribution System. — Service de distribution.	Miscellaneous Electric Line Expenses. — Dépenses diverses de ligne électrique.	No. — N°
$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	
581 63						135 60	1
							2
			533 12		1,286 85		3
							4
					2,857 74		5
			1,552 87				6
1,847 60	1,752 99	1,577 95	1,062 34	1,916 61	32,917 83	716 80	7
					432 65		8
						3,437 93	9
							10
39 68	317 44		1,621 82	185 95	2,059 60	21 64	11
941 66	51 89	9 54	9 48		564 82	2 10	12
						211 41	13
129 55	17 24		569 08		2,037 83	37 42	14
						1,030 21	15
				374 24			16
			55 84		4,481 37	112 61	17
					1,265 60		18
						3,872 21	19
					12,111 37		20
					3,642 35		21
						4,966 41	22
						1,491 59	23
							24
8,446 95	202 53			835 96		2,244 04	25
						418 72	26
		438 53				2,163 46	27
			670 96		6,119 07	170 10	28
							29
1,274 09	321 45		7 65		2,107 60	39 17	30
			9 43	122 68		55 46	31
							32
		2,448 21	954 40	59 54	2,746 91	100 96	33
		149 32				438 23	34
				98 70			35
0 90			112 16	5,573 60		970 59	36
917 36	335 47		159 00	122 31	9,851 95		37
				14 78			38
	169 13		256 79	77 62	469 49	39 51	29
608 52					1,756 37		40
		575 29	277 71		22,811 07	1,127 53	41
						723 65	42
							43
	112 37					583 28	44
23 82		Cr. 0 94			8,229 73	38 63	45
163 33	187 60	331 43		4,565 72			46
						2,910 40	47
		25,717 49				10,537 48	48
						328 43	49
1,812 50		505 10					50

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du chemin de fer.	Maintenance— — Entretien de			
		Tunnels — Souterrains.	Elevated structures and Foundations. — Constructions élevées et fondations.	Bridges, Trestles and Culverts. — Ponts, croisillons et ponceaux.	Crossings, Fences, Cattle Guards and Signs. — Traverses, clôtures, cours à bestiaux et enseignes.
		$ cts.	$ cts.	$ cts.	$ cts.
51	Schomberg and Aurora			676 40	364 60
52	Shawinigan Falls				
53	Sherbrooke				
54	St. Thomas				
55	Suburban Rapid Transit Co				
56	Sudbury, Copper Cliff Suburban				
57	Three Rivers Traction Co				
58	Toronto				
59	Toronto Civic				
60	Toronto Suburban			162 42	596 34
61	Toronto and York Rndial			2,355 52	1,863 36
62	Windsor, Essex and Lake Shore				
63	Winnipeg			750 64	969 33
64	Winnipeg, Selkirk and Lake Winnipeg				
65	Yarmouth				
	Totals	329 92	0 24	26,793 07	13,790 40

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Way and Structures.

voie et de construction.

Signal and Interlocking Systems. — Signaux et aiguillage à enclanchement.	Telephone and Telegraph Systems. — Signaux de téléphone et de télégraphe.	Other Miscellaneous Way Expenses. — Diversds autres de dépenses chemin.	Poles and Fixtures. — Poteaux et accessoires.	Transmission System. — Service de transmission.	Distribution System. — Service de distribution.	Miscellaneous Electric Line Expenses. — Dépenses diverses de ligne électrique.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
38 02	39 67		82 62	32 46			51
		62 30		4,539 29			52
				1,258 35			53
							54
		14 64	109 14		1,021 09		55
						364 58	56
		224 34		1,479 62			57
				44,451 67			58
48 88			160 15		308 88	44 28	59
207 57		33 73				8,116 14	60
656 02	1,862 90		1,030 27	262 90	5,253 61		61
				4,184 65			62
324 98	551 59	393 09		3,481 48	26,573 69	147 18	63
			99 76	322 76	235 43	91 01	64
				55 22	145 07		65
17,806 61	6,178 72	30,471 02	9,334 59	74,016 11	151,287 97	47,688 76	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du chemin de fer.	Maintenance of Way and Structures. — Entretien des voies et structures.			
		Buildings and Structures. — Bâtiments et structures.	Other Operations. Dr. — Autres exploitations. Dt.	Other Operations. Cr. — Autres exploitations. Av.	Total Way and Structures. — Total. des voies et structures.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo (now Kitchener and Waterloo)	14 28			3,203 61
2	Berlin and Northern				1,241 06
3	Berlin, Waterloo, Wellesley and Lake Huron	647 17			29,701 94
4	Brandon Municipal				
5	Brantford and Hamilton	382 55			17,456 55
6	Brantford Municipal	112 88			5,800 28
7	British Columbia	843 56	1,661 12		198,789 38
8	Calais Street	175 92			4,575 36
9	Calgary	473 42			12,153 95
10	Canadian Resources Development				
11	Cape Breton	2,106 15			33,840 41
12	Chatham, Wallaceburg and Lake Erie	1,260 55			13,755 89
13	Cornwall				6,166 96
14	Edmonton Radial	1,033 45			21,078 96
15	Fort William	622 44			9,432 47
16	Guelph Radial	33 36			3,261 07
17	Halifax Tramways (now Nova Scotia Tramways and Power Co)	6,990 04			41,194 87
18	Hamilton and Dundas	26 12			12,182 01
19	Hamilton, Grimsby and Beamsville		2,534 73		23,426 77
20	Hamilton Street	114 35			42,370 61
21	Hamilton Radial	115 44			27,460 11
22	Hull	998 77			25,443 31
23	International Transit Co	4 30			4,844 79
24	Kingston, Portsmouth and Cataraqui	93 55	134 40		6,446 59
25	Lake Erie and Northern	349 68			50,632 37
26	Lethbridge Municipal	12 95	164 65		8,627 47
27	Levis County	341 22			22,404 77
28	London Street	987 36			55,174 00
29	London and Lake Erie				
30	London and Port Stanley	286 42			19,839 58
31	Moncton Tramways	35 11	47 63		1,341 34
32	Montreal Tramways				
33	Montreal and Southern Counties	1,383 28			38,034 83
34	Moosejaw	61 53	147 64		8,379 25
35	Nelson	16 05			1,770 50
36	Niagara Falls, Park and River				24,890 05
37	Niagara, St. Catharines and Toronto	3,496 23			96,377 33
38	Niagara, Welland and Lake Erie	9 64			715 03
39	Nipissing Central	1,486 48			18,715 64
40	Oshawa	699 52			13,859 71
41	Ottawa	2,589 65			92,444 92
42	Peterborough Radial	118 04			3,953 67
43	Pictou County				
44	Port Arthur	562 59			18,032 04
45	Quebec Ry., Lt. and Power Co. (Citadel)	759 04			67,562 45
46	" " " (Montmorency)	2,891 96	569 44		27,277 26
47	Regina Municipal	622 14			12,283 80
48	Sandwich, Windsor and Amherstburg	1,031 36			36,801 33

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Maintenance of Equipment. — Entretien du matériel.								
Superintendence. — Surintendance.	Power Plant Equipment. — Force motrice pour machines.	Sub station Equipment. — Appareil de force motrice pour station intermédiaire.	Passengers and Combination Cars. — Voitures à voyageurs et à combinaison.	Freight, Express and Mail Cars. — Voitures à marchandises, messagerie et poste.	Locomotives.	Service Cars. — Voitures de travail.	Electric Equipment of Cars. — Voitures pour matériel électrique.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	1,654 49	.....	.....	.....	1,300 31	1
.....	.....	.....	523 16	.....	.....	.....	.....	2
.....	427 86	34 05	1,569 65	.....	.....	.....	7,001 02	3
.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	1,406 26	7,249 27	.....	.....	.....	.....	5
.....	22 84	.....	.....	.....	.....	4,571 32	.....	6
6,744 50	.....	.....	84,046 12	20,145 24	5,561 53	930 78	51,643 96	7
.....	.....	.....	1,002 41	.....	.....	.....	1,269 94	8
.....	.....	.....	.....	.....	.....	46,074 19	22,185 73	9
.....	.....	.....	.....	.....	.....	.....	.....	10
490 00	.....	785 44	9,128 58	355 98	.....	1,710 93	8,743 32	11
86 45	170 55	5 60	1,563 14	656 95	198 67	334 44	1,908 28	12
.....	.....	.....	5,857 78	.....	.....	.....	4,100 09	13
2,822 45	.....	.....	24,511 37	.....	.....	78 07	15,092 46	14
.....	7 04	.....	9,849 91	.....	.....	.....	5,948 32	15
310 00	.....	.....	1,972 47	.....	.....	.....	3,423 07	16
.....	.....	.....	18,414 13	.....	.....	1,619 48	12,717 77	17
.....	.....	.....	668 48	.....	.....	.....	475 00	18
.....	.....	2,450 19	6,804 58	4,733 63	.....	.....	.....	19
.....	.....	.....	52,792 95	.....	.....	.....	41,816 73	20
.....	.....	.....	17,637 96	2,466 62	.....	.....	6,188 66	21
.....	.....	.....	.....	.....	.....	.....	31,306 06	22
577 73	.....	.....	3,827 39	.....	.....	.....	2,022 29	23
.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	1,223 07	10,650 73	.....	.....	.....	2,515 11	25
.....	.....	.....	3,827 33	.....	.....	.....	2,680 68	26
.....	.....	.....	13,584 62	.....	.....	2,300 89	8,917 89	27
1,455 00	.....	.....	16,927 84	.....	.....	.....	14,091 35	28
.....	.....	.....	.....	.....	.....	.....	.....	29
1,741 20	.....	.....	9,006 17	3,183 45	2,819 00	522 52	1,650 24	30
.....	.....	.....	.....	.....	.....	4,710 07	1,754 89	31
.....	.....	.....	.....	.....	.....	.....	.....	32
3,103 97	.....	384 30	.....	.....	.....	11,887 03	10,441 31	33
502 25	122 82	.....	3,296 71	.....	.....	.....	194 80	34
1,500 00	220 87	769 15	.....	.....	.....	956 60	.....	35
851 98	288 78	.....	3,320 33	.....	.....	13 60	1,118 42	36
147 40	.....	359 31	29,574 74	2,660 18	6,491 58	1,468 15	62,170 38	37
.....	263 15	.....	698 10	.....	.....	.....	189 85	38
319 96	2 25	14 77	3,068 75	550 40	.....	231 65	2,532 49	39
.....	24 20	119 17	604 12	127 76	719 76	159 93	1,509 87	40
7,387 47	783 90	4,689 53	40,070 28	.....	.....	.....	27,060 75	41
.....	38 25	.....	4,950 60	.....	.....	.....	2,123 79	42
.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	879 89	.....	.....	.....	6,414 20	3,897 79	44
373 52	.....	.....	19,167 46	.....	.....	.....	12,447 24	45
433 12	.....	.....	8,995 73	.....	1,825 61	.....	11,728 93	46
2,049 92	.....	.....	10,341 96	.....	.....	.....	4,114 56	47
.....	1,072 50	.....	17,476 86	.....	.....	.....	13,506 29	48

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No — N°	Name of Railway. — Nom du chemin de fer.	Maintenance of Way and Structures. — Entretien des voies et structures.			
		Buildings and Structures. — Bâtiments et structures.	Other Operations. Dr. — Autres exploitations. Dt.	Other Operations. Cr. — Autres exploitations. Av.	Total Way and Structures. — Total. des voies et structures.
		$ cts.	$ cts.	$ cts.	$ cts.
49	Sarnia	9 99			9,153 74
50	Saskatoon	1,373 71			10,308 10
51	Schomberg and Aurora	2 86			9,048 81
52	Shawinigan Falls	58 22			9,764 18
53	Sherbrooke	556 14			8,967 08
54	St. Thomas				
55	Suburban Rapid Transit Co	334 63			9,208 04
56	Sudbury, Copper Cliff Suburban	105 24			7,661 92
57	Three Rivers Traction Co	5 94			14,616 15
58	Toronto	8,780 20			175,311 87
59	Toronto Civic	1,143 09			6,289 68
60	Toronto Suburban	3,083 07	156 44		45,574 66
61	Toronto and York Radial	4,861 28		10,123 89	75,418 35
62	Windsor, Essex and Lake Shore	1,081 84			22,611 13
63	Winnipeg	4,500 21			100,133 65
64	Winnipeg, Selkirk and Lake Winnipeg	679 48			17,021 51
65	Yarmouth	21 96			528 81
	Total	60,386 41	5 416 05	10,123 89	1,684,561 97

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Maintenance of Equipment. — Entretien du matériel.								
Superintendence. — Surintendance.	Power Plant Equipment. — Force motrice pour machines.	Sub-station Equipment. — Appareil de force motrice pour station intermédiaire.	Passengers and Combination Cars. — Voitures à voyageurs et à combinaison.	Freight, Express and Mail Cars. — Voitures à marchandises, messagerie et poste.	Locomotives.	Service Cars. — Voitures de travail.	Electric Equipment Cars. — Voitures pour matériel électrique.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
3,041 30	.....	.....	.....	.....	.....	.....	5,955 45	49
1,714 70	.....	.....	10,514 40	.....	.....	300 00	2,904 86	50
.....	457 76	.....	.....	.....	1 30	.....	.....	51
.....	.....	.....	.....	.....	.....	6,193 77	.....	52
.....	.....	.....	.....	.....	.....	607 61	1,336 24	53
.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	422 52	.....	.....	.....	.....	.....	55
.....	.....	.....	2,808 39	.....	.....	.....	.....	56
.....	.....	.....	4,418 64	.....	.....	331 02	1,181 02	57
32,026 98	4,328 62	16,669 80	242,013 10	.....	.....	.....	227,462 18	58
1,670 30	.....	.....	13,074 29	.....	.....	698 38	3,474 13	59
2,194 75	.....	.....	12,725 46	49 22	172 28	969 91	6,375 13	60
.....	3,139 11	.....	37,378 66	.....	.....	17,670 47	48,838 28	61
1,031 62	.....	.....	.....	.....	.....	12,544 63	6,415 86	62
4,141 01	11,888 82	2,734 25	102,419 72	.....	.....	2,367 25	58,424 89	63
1,229 90	.....	849 46	6,202 65	.....	.....	.....	3,304 57	64
.....	650 23	418 84	1,172 53	.....	.....	.....	1,405 66	65
77,947 48	23,915 55	34,215 60	877,394 01	34,929 43	23,983 50	119,473 12	767,724 91	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No / N°	Name of Railway. / Nom du chemin de fer.	Maintenance — Entretien			
		Electric Equipment of Locomotives. — Matériel électrique de locomotives.	Shop Machinery and Tools. — Machineries d'atelier et outils.	Shop Expenses. — Dépenses d'atelier.	Horses and Vehicles. — Chevaux et véhicules.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo (now Kitchener and Waterloo)			206 65	
2	Berlin and Northern				
3	Berlin, Waterloo, Wellesley and Lake Huron				
4	Brandon Municipal				
5	Brantford and Hamilton	10,246 68			
6	Brantford Municipal				
7	British Columbia	3,190 01	1,774 68	7,948 20	
8	Calais Street		496 94		
9	Calgary			3,602 52	
10	Canadian Reserves Development				
11	Cape Breton		69 14	590 66	0 31
12	Chatham, Wallaceburg and Lake Erie	851 68	785 47	143 27	
13	Cornwall			1,157 86	
14	Edmonton Radial		448 05	3,492 12	6 35
15	Fort William			2,887 12	
16	Guelph Radial				
17	Halifax Tramways (now Nova Scotia Tramways and Power Co)		547 23	[illegible]	
18	Hamilton and Dundas				
19	Hamilton, Grimsby and Beamsville	6,475 24			
20	Hamilton Street				
21	Hamilton Radial				
22	Hull				
23	International Transit Co				
24	Kingston, Portsmouth and Cataraqui			30 79	
25	Lakes Erie and Northern				
26	Lethbridge Municipal		167 99		
27	Levis County			2,349 02	
28	London Street			10,627 33	
29	London and Lake Erie				
30	London and Port Stanley		212 55	3,893 57	
31	Moncton Tramways			261 10	
32	Montreal Tramways				
33	Montreal and Southern Counties				
34	Moosejaw				
35	Nelson				
36	Niagara Falls Park and River				39 41
37	Niagara, St. Catharines and Toronto	14,221 23	686 42	3,402 27	9 60
38	Niagara, Welland and Lake Erie				
39	Nipissing Central		18 00	1,087 07	
40	Oshawa	1,875 96	251 53	783 53	363 84
41	Ottawa		210 98		2,413 57
42	Peterborough Radial				
43	Picton County				
44	Port Arthur		545 40		
45	Quebec Railway, Light and Power (Citadel)				
46	Quebec Railway, Light and Power (Montmorency		279 02		
47	Regina Municipal			2,964 19	

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

of Equipment. — du matériel.				Traffic Expenses. — Dépenses du trafic.				
Other Miscellaneous Equipment expenses. — Autres dépenses pour divers matériaux.	Other Operations. Dr. — Autres d'exploitations. Dt.	Other Operations. Cr. — Autres d'exploitations. Av.	Total Maintenance of Equipment. — Total, entretien du matériel.	Superintendence and Solicitation. — Surintendance et sollicitation.	Advertising. — Annonces.	Miscellaneous Traffic Expenses. — Diverses dépenses du trafic.	Total Traffic Expenses. — Total, dépenses du trafic.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
587 34			3,748 79		179 00		179 00	1
			523 16					2
			9,032 58					3
								4
			18,902 21		98 58		98 58	5
	17 25		4,611 41		56 73		56 73	6
7,340 58			189,325 60		1,056 27	157 70	1,213 87	7
			1,626 29					8
375 84			72,238 28		919 57		919 57	9
								10
	4,888 50		26,762 86	372 00	703 22		1,075 22	11
			6,710 50	2 47	87 69	300 94	391 10	12
			11,115 73					13
			46,480 87	1,395 92	3,793 13		5,189 05	14
6 15			18,698 54					15
1,177 63			6,883 17			934 67	934 67	16
1,319 33			34,617 94		600 18	2 00	602 18	17
			1,143 48		105 41		105 41	18
			20,463 64		78 00		78 00	19
			94,609 68		261 84		261 84	20
			26,293 24		82 57		82 57	21
			31,306 06		31 76		31 76	22
902 79			7,330 20			9 29	9 29	23
			30 79		689 76		689 76	24
			14,388 91					25
121 94			6,797 94		101 25		101 25	26
			27,152 42		186 26		186 26	27
4,609 48			47,711 00					28
								29
2 25			23,030 95	3,712 24	2,090 05	1,175 59	6,977 88	30
88 18			6,817 24					31
								32
2,822 79			28,639 40			1,957 52	1,957 52	33
80 47			4,197 05		46 33		46 33	34
			3,446 62					35
			5,632 55	1,595 37	3,699 84		5,295 21	36
718 14			121,369 40	7,170 24	4,888 10	767 08	12,825 42	37
			1,151 10					38
			78,825 34		222 95		222 95	39
			6,539 69					40
1,321 64			83,938 12			2,990 06	2,990 06	41
28 26			7,140 90					42
								43
63 18			11,800 46	70 00			70 00	44
6,103 47			38,091 69			7,724 48	7,724 48	45
Cr. 20 01			23,242 40		1,735 81	2,143 95	3,879 76	46
			19,470 63	21 72	1,925 49		1,947 21	47

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du chemin de fer.	Maintenance — Entretien			
		Electric Equipment of Locomotives. — Matériel électrique de locomotives.	Shop Machinery and Tools. — Machineries d'atelier et outils.	Shop Expenses. — Dépenses d'atelier.	Horses and Vehicles. — Chevaux et véhicules.
		$ cts.	$ cts.	$ cts.	$ cts.
48	Sandwich, Windsor and Amherstburg				163 92
49	Sarnia			172 48	48 95
50	Saskatoon		500 00	4,000 00	
51	Schomberg and Aurora		10 22		
52	Shawinigan Falls				
53	Sherbrooke			171 37	1,099 87
54	St. Thomas				
55	Suburban Rapid Transit Co				
56	Sudbury Copper Cliff Suburban				
57	Three Rivers Traction Co			170 56	
58	Toronto		7,998 05	29,611 62	32,977 74
59	Toronto Civic		128 95	368 72	959 78
60	Toronto Suburban		162 09	3,131 51	
61	Toronto and York Radial		3,181 07	278 38	
62	Windsor, Essex and Lake Huron				
63	Winnipeg		1,196 49	8,205 01	352 35
64	Winnipeg, Selkirk and Lake Winnipeg				
65	Yarmouth				
	Total	36,860 80	19,670 27	19,539 94	38,435 72

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

of Equipment. — du matériel.				Traffic Expenses. — Dépenses du trafic.				
Other Miscellaneous Equipment expenses. — Autres dépenses pour divers matériaux.	Other Operations. Dr. — Autres d'exploitations. Dt.	Other Operations. Cr. — Autres d'exploitations. Av.	Total Maintenance of Equipment. — Total, entretien du matériel.	Superintendence and Solicitation. — Surintendance et sollicitation.	Advertising. — Annonces.	Miscellaneous Traffic Expenses. — Diverses dépenses du trafic.	Total Traffic Expenses. — Total, dépenses du trafic.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	32,219 57	.....	141 25	.....	141 25	48
.....	.....	.....	9,218 18	.....	.....	.....	.....	49
.....	494 48	.....	20,428 44	.....	.....	.....	.....	50
.....	.....	.....	469 28	.....	.....	.....	.....	51
.....	.....	.....	6,193 77	.....	.....	.....	.....	52
2,816 13	.....	.....	6,031 22	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	.....	422 52	.....	.....	.....	.....	55
.....	.....	.....	2,808 39	.....	.....	.....	.....	56
170 45	.....	.....	6,271 69	.....	.....	.....	.....	57
2,892 69	.....	.....	595,980 78	.....	8,147 96	.....	8,147 96	58
13 48	.....	.....	20,388 03	2,778 60	51 33	.....	2,829 93	59
2,439 78	16,574 79	735 00	44,059 92	.....	682 24	.....	682 24	60
1,555 71	.....	.....	112,041 68	.....	718 85	.....	718 85	61
527 93	.....	.....	20,520 04	1,729 68	.....	.....	1,729 68	62
.....	.....	.....	191,729 79	.....	1,819 55	4,154 57	5,974 12	63
19 60	.....	.....	11,606 18	.....	.....	.....	.....	64
.....	.....	.....	3,647 26	.....	.....	.....	.....	65
37,545 22	21,975 02	735 00	2,204,875 57	18,848 24	35,200 97	22,317 75	76,366 96	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. / N°	Name of Railway. / Nom du chemin de fer.	Conducting — Transport			
		Superintendence and Transportation. / Surintendance des transports.	Power-plant Employees. / Employés, de mise en activité de force motrice.	Sub-station Employees. / Employés, de stations intermédiaires.	Fuel for Power. / Combustible pour force motrice.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo (now Kitchener and Waterloo)	1,428 73			
2	Berlin and Northern				
3	Berlin, Waterloo, Wellesley and Lake Huron	1,200 00	2,278 27	1,860 09	2,085 00
4	Brandon Municipal				
5	Brantford and Hamilton	1,273 17		4,584 63	
6	Brantford Municipal				
7	British Columbia	62,139 75			
8	Calais Street		1,494 33		1,564 97
9	Calgary	4,180 00			
10	Canadian Resources Development				
11	Cape Breton	3,936 19		3,211 97	
12	Chatham, Wallaceburg and Lake Erie	621 52	3,188 06	21 30	13,914 77
13	Cornwall				
14	Edmonton Radial	6,675 30			
15	Fort William	1,540 00	1,560 00		
16	Guelph Radial	365 00			
17	Halifax Tramways (now Nova Scotia Tram and Power Co.		7,731 52		36,010 99
18	Hamilton and Dundas	591 90			
19	Hamilton, Grimsby and Beamsville	1,080 20		4,754 30	
20	Hamilton Street	19,002 14			
21	Hamilton Radial	2,638 84			
22	Hull				
23	International Transit Co	615 00			
24	Kingston, Portsmouth and Cataraqui				
25	Lake Erie and Northern	1,200 00		3,542 06	205 09
26	Lethbridge Municipal	444 00			
27	Levis County			960 00	
28	London Street	7,063 80			
29	London and Lake Erie				
30	London and Port Stanley	7,501 33			
31	Moncton Tramways	412 50			
32	Montreal Tramways				
33	Montreal and Southern Counties	12,193 59		7,775 32	
34	Moosejaw	504 25	5,359 04		8,619 01
35	Nelson				
36	Niagara Falls Park and River	1,825 40	7,019 76		
37	Niagara, St. Catharines and Toronto	18,044 37		9,109 79	
38	Niagara, Welland and Lake Erie				
39	Nipissing Central	1,615 00		2,620 15	
40	Oshawa	2,152 09	2,120 96		
41	Ottawa	21,108 54	6,631 90	6,957 20	19,417 52
42	Peterborough Radial	9 00			
43	Pictou County				
44	Port Arthur	3,289 37			
45	Quebec Rly., Light & Power Co. (Citadel)	5,589 69			
46	" " (Montmorency)	44 98		1,327 67	
47	Regina Municipal	2,850 69			
48	Sandwich, Windsor and Amherstburg	1,750 00	10,051 72		9,061 26
49	Sarnia				

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Transportation—Power.

Service de force motrice.

Water for Power. — Eau pour force motrice.	Lubricants for Power. — Huile et chiffons pour force motrice.	Miscellaneous Power-plant Supplies and Expenses. — Fournitures et dépenses diverses de force motrice.	Substation Supplies and Expenses. — Fournitures et dépenses des stations intermédiaires.	Power Purchased. — Achat de force motrice.	Other Operations. Dr. — Autres frais d'exploitation. Dt.	Other Operations. Cr. — Autres frais d'exploitation. Av.	Total. Power. — Total, force motrice.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
				6,063 48			6,063 48	1
				1,789 67			1,789 67	2
	270 00			20,160 84			26,654 20	3
								4
				13,491 37			18,076 00	5
				14,804 18			14,804 18	6
			77,972 41	637,459 84			715,432 25	7
		628 98		7,500 00			11,188 28	8
				92,721 93			92,721 93	9
				300 00			300 00	10
		305 07			31,412 27		34,929 31	11
89 76	270 23	585 25	4 43	8,105 17			26,178 97	12
		3,676 51					3,676 51	13
				91,334 00			91,334 00	14
		128 31		14,466 64			16,154 95	15
				7,849 89			7,849 89	16
1,156 25	404 78	3,310 76					48,614 30	17
				7,594 18			7,594 18	18
				12,919 08			17,673 38	19
				68,814 86			68,814 86	20
				20,024 25			20,024 25	21
				16,934 49			16,934 49	22
				12,000 00	30,406 95		42,406 95	23
				4,368 74			4,368 74	24
	573 20			29,741 95			34,062 30	25
				14,055 30			14,055 30	26
			361 61	11,400 00			12,721 61	27
				36,223 54			36,223 54	28
								29
				37,060 62			37,060 62	30
				3,170 00			3,170 00	31
								32
			1,623 44	36,614 29			46,013 05	33
51 60	1,022 59	1,503 28					16,555 52	34
								35
	272 74	318 08		155 00			7,765 58	36
			1,340 01	36,716 91			47,166 71	37
				1,845 83			1,845 83	38
		3 44	46 05	17,092 25			19,761 89	39
				8,000 40			10,121 36	40
1,969 66	139 46	1,599 87	320 61	24,962 31			61,998 53	41
	0 60			6,000 00			6,000 60	42
								43
	8 46			19,999 92			20,008 38	44
				33,992 30			33,992 30	45
				41,250 00			42,577 67	46
				50,399 80			50,399 80	47
		804 03		46,168 07		42,547 08	23,538 00	48
				10,490 59			10,490 59	49

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No — N°	Name of Railway. — Nom du chemin de fer.	Conducting — Transport			
		Superintendence and Transportation. — Surintendance des transports.	Power-plant Employees. — Employés de mise en activité de force motrice.	Sub-station Employees. — Employés de stations intermédiaires.	Fuel for Power. — Combustible pour force motrice.
		$ cts.	$ cts.	$ cts.	$ cts.
50	Saskatoon	4,895 10			
51	Schomberg and Aurora	120 00		1,057 11	
52	Shawinigan Falls				
53	Sherbrooke	692 50			
54	St. Thomas				
55	Suburban Rapid Transit Co	2,712 07		3,199 25	
56	Sudbury-Copper Cliff Suburban	1,885 40	462 10		
57	Three Rivers Traction Co				
58	Toronto	224,567,34	6,971 40	26,972 48	4,462 46
59	Toronto Civic	7,205 64			
60	Toronto Suburban	2,560 00		5,391 78	
61	Toronto and York Radial	16,190 46	16,671 81		5,870 15
62	Windsor, Essex and Lake Shore	1,223 34	4,593 91		19,017 02
63	Winnipeg	31,102 58	24,514 27	14,174 13	64,285 98
64	Winnipeg, Selkirk and Lake Winnipeg			3,900 47	
65	Yarmouth		1,915 40	1,505 13	538 91
	Totals	488,040 77	102,564 45	102,924 83	185,053 13

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Transportation—Power.

Service de force motrice.

Water for Power. — Eau pour force motrice.	Lubricants for Power. — Huile et chiffons pour force motrice.	Miscellaneous Power-plant Supplies and Expenses. — Fournitures et dépenses diverses de force motrice.	Substation Supplies and Expenses. — Fournitures et dépenses des stations intermédiaires.	Power Purchased. — Achat de force motrice.	Other Operations. Dr. — Autres frais d'exploitation. Dt.	Other Operations. Cr. — Autres frais d'exploitation. Av.	Total. Power. — Total, force motrice.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	29,021 71	.....	.....	29,021 71	50
.....	.....	.....	.....	1,800 00	.....	.....	2,857 11	51
.....	.....	.....	.....	3,555 95	.....	.....	3,555 95	52
.....	.....	.....	.....	8,021 80	.....	.....	8,021 80	53
.....	.....	.....	.....	4,243 87	.....	.....	4,243 87	54
.....	.....	320 33	.....	30,243 72	.....	.....	33,763 30	55
.....	.....	.....	.....	1,968 75	.....	.....	2,430 85	56
.....	.....	.....	.....	10,108 02	.....	.....	10,108 02	57
10 10	101 83	6,441 64	2,539 32	732,847 95	.....	.....	780,347 18	58
.....	.....	.....	.....	64,913 54	.....	.....	64,913 54	59
.....	.....	.....	494 32	35,189 38	.....	.....	41,075 48	60
.....	215 02	14 39	.....	78,000 00	.....	.....	100,771 37	61
.....	.....	950 96	.....	.....	.....	.....	24,561 89	62
.....	223 64	5,951 79	3,145 18	.....	.....	.....	112,294 99	63
.....	.....	.....	134 13	27,833 18	.....	.....	31,867 78	64
.....	.....	347 90	127 34	.....	.....	.....	4,334 68	65
3,277 37	3,502 55	26,890 59	88,108 85	2,551,789 56	61,819 22	42,547 08	3,083,383 47	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du chemin de fer.	Conducting Transportation— Transport— Passenger Conductors Motormen and Trainmen. — Conducteurs de voyageurs, gardes-moteurs et employés de route.	Freight and Express Conductors Motormen and Trainmen. — Conducteurs de marchandises et de messageries, gardes-moteurs et employés de route.	Miscellaneous Car Service Employees. — Divers employés au service des voitures.	Miscellaneous Car Service Expenses. — Diverses dépenses, service des voitures.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo (now Kitchener & Waterloo	13,775 56	.....	.....	1,751 32
2	Berlin & Northern	2,283 68	.....	.....	39 32
3	Berlin, Waterloo, Wellesley & Lake Huron	25,297 05	.....	8,388 85	.....
4	Brandon Municipal	.....	.....	.....	.....
5	Brantford & Hamilton	14,167 16	5,378 08	.....	2,609 03
6	Brantford Municipal	31,293 59	.....	.....	6,344 90
7	British Columbia	934,731 27	79,912 86	5,892 57	47,464 93
8	Calais Street	9,260 20	.....	.....	10 75
9	Calgary	164,960 44	4,071 96	73 76	13,549 17
10	Canadian Resources Development	300 00	.....	.....	.....
11	Cape Breton	49,136 82	2,138 33	31 19	3,770 34
12	Chatham, Wallaceburg & Lake Erie	8,305 81	7,112 76	.....	1,037 37
13	Cornwall	12,521 67	.....	.....	.....
14	Edmonton Radial	137,656 98	122 56	6,562 82	13,532 96
15	Fort William	41,574 55	.....	6,284 93	3,814 29
16	Guelph Radial	14,123 17	.....	.....	.....
17	Halifax Tramway (now Nova Scotia Tramways & Power Co.	93,465 20	.....	5,393 00	1,880 57
18	Hamilton & Dundas	14,790 79	.....	288 24	1,626 26
19	Hamilton, Grimsby & Beamsville	20,763 04	8,790 15	1,216 24	3,986 96
20	Hamilton Street	194,642 83	.....	.....	8,092 84
21	Hamilton Radial	31,748 76	3,051 32	1,567 77	4,956 60
22	Hull	48,981 15	.....	.....	2,213 58
23	International Transit Co.	21,636 74	.....	.....	622 24
24	Kingston, Portsmouth & Cataraqui	14,155 00	.....	5,818 05	5,006 92
25	Lake Erie & Northern	16,925 06	.....	2,186 06	.....
26	Lethbridge Municipal	11,501 85	.....	.....	680 38
27	Levis County	24,538 71	2,438 46	1,547 50	3,476 14
28	London Street	138,962 78	.....	.....	11,393 38
29	London & Lake Erie	.....	.....	.....	.....
30	London & Port Stanley	12,554 73	16,134 22	.....	1,048 69
31	Moncton Tramways	5,465 88	.....	388 27	3,667 79
32	Montreal Tramways	.....	.....	.....	.....
33	Montreal & Southern Counties	39,010 80	5,166 44	8,405 76	.....
34	Moosejaw	38,571 00	.....	1,080 66	1,369 01
35	Nelson	7,083 85	.....	.....	.....
36	Niagara Falls, Park or River	20,635 80	324 18	7 31	1,847 21
37	Niagara, St. Catharines & Toronto	80,169 69	40,679 58	4,184 69	7,081 71
38	Niagara, Welland & Lake Erie	6,196 03	.....	69 46	4 30
39	Nipissing Central	19,112 41	3,116 48	404 51	2,073 90
40	Oshawa	5,035 97	11,363 11	.....	850 86
41	Ottawa	335,001 65	.....	4,602 38	37,360 73
42	Peterborough Radial	23,985 11	.....	1,701 70	1,419 63
43	Pictou County	.....	.....	.....	.....
44	Port Arthur	37,419 40	.....	3,212 86	62 04
45	Quebec Rly, Light & Power Co. (Citadel)	142,353 95	1,675 63	12,590 01	.....
46	" " " (Montmorency)	31,071 75	.....	5,630 08	3,518 16

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for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Operation of Cars.
—
Services des voitures.

Station Employees. — Employés des gares.	Station Expenses. — Dépenses des gares.	Carhouse Employees. — Employés des garages.	Carhouse Expenses. — Dépenses des garages.	Operation of Signal and Interlocking Systems. — Signaux et appareils d'enclanchement.	Operation of Telephone and Telegraph Systems. — Lignes télégraphiques et téléphoniques.	Express and Freight Collection and Delivery. — Perception des messageries et marchandises et livraison.	Loss and Damage. — Perte et dommage.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
807 75								1
								2
		9,994 95						3
								4
6,005 04						5,998 75		5
2,699 50		2,309 77	2,213 29					6
67,542 33	25,793 31	88,943 60	13,210 82	9,161 76				7
		2,450 46						8
		9,307 35						9
								10
637 47	219 11	6,786 82	772 13	2 16	33 02		28 91	11
4,246 62	354 51	1,625 00	37 75	1,290 31		554 15	181 26	12
								13
	1,214 53	8,247 56	1,638 66					14
							1,589 96	15
								16
		6,640 78	1,635 34					17
						22 31		18
						1,262 42		19
26,512 55								20
						737 72		21
	4,865 88							22
	500 82	2,982 09						23
	15 83							24
		2,654 67						25
			743 71					26
		3,717 03						27
			6,120 29	2,460 16				28
								29
21,003 33	4,587 87	8,318 22	0 83	3,294 33	10 09	661 46	614 06	30
								31
								32
13,068 92		7,645 97			7,599 13		167 19	33
		1,315 64	1,414 89					34
587 05								35
2,306 33	9 30	2,521 65	1 50					36
32,972 80	8,018 64	10,114 53	20 00	10,130 68	0 32	8,087 43	2,286 62	37
								38
378 63	333 29	1,218 47	4 93	5 00				39
13,836 92	1,671 44	1,864 22		1,507 74		4,638 28	8 72	40
		19,668 87	4,244 42					41
8 00								42
								43
		4,721 78					29 40	44
208 60		16,209 03			2,071 22			45
13,948 96	2,133 80		801 79			207 20	40 23	46

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. / N°	Name of Railway. / Nom du chemin de fer.	Conducting Transportation— Transport—			
		Passenger Conductors Motormen and Trainmen. / Conducteurs de voyageurs, gardes-moteurs et employés de route.	Freight and Express Conductors Motormen and Trainmen. / Conducteurs de marchandises et de messageries, gardes-moteurs et employés de route.	Miscellaneous Car Service Employees. / Divers employés au service des voitures.	Miscellaneous Car Service Expenses. / Diverses dépenses, service des voitures.
		$ cts.	$ cts.	$ cts.	$ cts.
47	Regina Municipal	85,839 04	2,638 29		8,218 62
48	Sandwich, Windsor & Amherstburg	87,407 87			13,113 80
49	Sarnia	15,117 02			
50	Saskatoon	62,434 40			
51	Schomberg & Aurora	2,212 75			
52	Shawinigan Falls	22,011 62			
53	Sherbrooke	16,184 21			387 16
54	St. Thomas	11,242 30		2,587 30	
55	Suburban Rapid Transit Co	56,227 14		1,907 81	
56	Sudbury, Copper Cliff Suburban	10,115 68			484 47
57	Three Rivers Traction Co	12,980 05		1,168 00	398 45
58	Toronto	1,654,253 26		36,843 32	80,523 56
59	Toronto Civic	118,010 98			7,436 07
60	Toronto Suburban	46,090 64	4,583 06	4,434 94	2,741 65
61	Toronto & York Radinl	92,237 09	10,249 39	730 05	11,091 52
62	Windsor, Essex & Lake Shore	14,405 74		17,056 70	490 08
63	Winnipeg	800,921 31		7,678 28	78,790 43
64	Winnipeg, Selkirk & Lake Winnipeg	19,404 60		2,120 32	
65	Yarmouth	4,107 56			456 60
	Totals	6,026,371 24	208,946 86	162,055 39	402,296 69

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for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Operation of Cars.

Services des voitures.

Station Employees. — Employés des gares.	Station Expenses. — Dépenses des gares.	Carhouse Employees. — Employés des garages.	Carhouse Expenses. — Dépenses des garages.	Operation of Signal and Interlocking Systems. — Signaux et appareils d'enclanchement.	Operation of Telephone and Telegraph Systems. — Lignes télégraphiques et téléphoniques.	Express and Freight Collection and Delivery. — Perception des messageries et marchandises et livraison.	Loss and Damage. — Perte et dommage.	No. — N°
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	7,208 95	305 69	1,464 96	.....	.....	504 02	47
.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	651 25	.....	.....	.....	5,208 36	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	50
1,036 40	395 57	.....	66 00	1,443 96	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	4,607 85	4 00	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	54
.....	23 11	.....	.....	.....	566 96	.....	.....	55
.....	.....	2,677 03	280 98	315 16	.....	.....	.....	56
.....	.....	1,232 62	.....	.....	.....	.....	.....	57
.....	.....	141,253 98	51,038 90	.....	.....	.....	.....	58
.....	.....	11,695 15	2,814 58	955 81	238 50	.....	.....	59
828 56	2,629 36	.....	.....	405 29	.....	.....	26 86	60
19,871 17	1,324 62	23,909 07	2,368 21	.....	.....	8,987 07	162 25	61
.....	.....	.....	.....	.....	.....	.....	.....	62
236 38	2,266 10	36,442 12	17,600 98	9,440 91	0 47	.....	.....	63
8,200 77	.....	1,448 63	.....	88 66	.....	.....	79 57	64
.....	.....	.....	.....	.....	.....	.....	.....	65
236,944 08	56,357,09	449,385 11	107,339 69	41,966 89	10,519 71	36,365 14	5,719 05	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No / N°	Name of Railway. / Nom du chemin de fer.	Conducting Transportation—Con. / Service de transport—Fin.			Salaries and Expenses of General Officers. / Appointements et dépenses des fonctionnaires généraux.
		Other Transportation Expenses. / Autres frais de transport.	Total Operation of Cars. / Total service des voitures.	Total Transportation Expenses. / Total frais de transport.	
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo (now Kitchener & Waterloo)		16,334 63	23,826 84	1,383 46
2	Berlin & Northern		2,323 00	4,112 67	
3	Berlin, Waterloo, Wellesley & Lake Huron		43,680 85	71,535 05	5,669 62
4	Brandon Municipal				
5	Brantford & Hamilton		34,158 06	53,507 23	2,304 00
6	Brantford Municipal		44,861 05	59,665 23	2,050 00
7	British Columbia	5,904 09	1,278,557 54	2,056,129 54	22,510 38
8	Calais Street		11,721 41	22,909 69	2,400 32
9	Calgary	8,465 03	200,427 71	297,329 64	11,660 27
10	Canadian Resources Development		300 00	600 00	
11	Cape Breton	109 83	62,666 13	101,531 63	8,173 23
12	Chatham, Wallaceburg & Lake Erie	156 91	24,902 45	51,702 94	3,623 71
13	Cornwall		12,521 67	16,198 18	1,539 84
14	Edmonton Radial	300 58	169,276 65	267,285 95	4,423 40
15	Fort William		53,263 73	70,958 68	3,523 70
16	Guelph Radial	2,626 06	16,749 23	24,964 12	1,051 84
17	Halifax Tramways (now Nova Scotia Tramways & Power Co.)	796 26	109,811 15	158,425 45	6,631 97
18	Hamilton & Dundas		16,727 60	24,913 68	1,044 00
19	Hamilton, Grimsby & Beamsville		36,018 84	54,772 39	1,800 00
20	Hamilton Street		229,248 22	347,065 22	9,792 00
21	Hamilton Radial		42,062 17	64,725 26	2,268 00
22	Hull	1,080 00	57,140 64	74,075 10	3,476 97
23	International Transit Co.	2 50	25,744 39	68,766 34	885 00
24	Kingston, Portsmouth & Cataraqui		24,995 80	29,364 54	2,963 15
25	Lake Erie & Northern		21,765 79	57,028 09	5,257 33
26	Lethbridge Municipal	978 76	13,904 70	28,404 00	1,077 75
27	Lewis County		35,717 84	48,439 45	2,739 60
28	London Street	144 76	159,081 37	202,368 71	7,349 96
29	London & Lake Erie				
30	London & Port Stanley		68,227 83	112,789 78	3,271 34
31	Moncton Tramways		9,521 94	13,104 44	
32	Montreal Tramways				
33	Montreal & Southern Counties	852 93	81,917 14	140,123 78	
34	Moosejaw		43,751 20	60,810 97	3,250 00
35	Nelson		7,670 90	7,670 90	
36	Niagara Falls Park & River	786 83	28,440 11	38,031 09	635 14
37	Niagara, St. Catharines & Toronto	333 10	204,079 85	269,290 93	5,721 76
38	Niagara, Welland & Lake Erie		6,269 79	8,115 62	
39	Nipissing Central	32 44	26,680 00	48,056 95	
40	Oshawa		10,777 20	53,050 71	3,177 05
41	Ottawa	6,922 74	407,800 79	490,907 86	31,468 29
42	Peterborough Radial		27,114 44	33,124 04	3,325 06
43	Pictou County				
44	Port Arthur	1,201 00	46,649 54	69,947 29	4,839 05
45	Quebec Rly Light & Power Co. (Citadel)	1,830 93	176,939 37	216,521 30	
46	" " " (Montmorency)	3,125 79	60,477 70	103,100 41	4,394 41
47	Regina Municipal		106,179 57	159,430 06	2,314 80
48	Sandwich, Windsor & Amherstburg		100,521 67	125,809 67	4,800 00
49	Sarnia		20,976 62	31,467 21	1,816 00
50	Saskatoon	13,601 14	76,035 54	109,952 35	

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

General and Miscellaneous Expenses. — Dépenses, en général et diverses.								No. — N°
Salaries and Expenses of General Office Clerks. — Appointements et dépenses des commis et aides.	General Office Supplies and Expenses. — Fournitures de bureau et dépenses en général.	Law Expenses. — Frais judiciaires.	Relief Department Expenses. — Dépenses de la division de secours.	Miscellaneous General Expenses. — Diverses dépenses en général.	Other Operations Dr. — Autres services. Dt.	Other Operations Cr. — Autres services. Av.	Total General and Miscellaneous. — Total en général et divers.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
838 05	290 12	64 65	.....	1,000 02	.....	.....	3,576 30	1
1,270 35	70 00	.....	.....	373 63	.....	.....	1,713 98	2
19,774 95	1,507 50	.....	.....	6,644 08	120 95	.....	33,717 10	3
.....	.....	.....	.....	.....	.....	.....	.....	4
7,839 47	976 54	484 00	.....	1,314 22	1,439 34	.....	14,357 57	5
3,045 82	1,415 57	.....	.....	913 55	450 35	.....	7,875 29	6
70,250 17	12,355 41	9,201 27	.....	29,987 23	.....	.....	144,304 46	7
580 00	35 00	.....	.....	237 98	.....	.....	3,253 30	8
3,142 40	931 03	.....	.....	4,060 34	3,747 20	.....	23,541 24	9
.....	.....	.....	.....	67 35	.....	.....	67 35	10
8,285 03	1,092 60	1,465 58	.....	7,811 92	.....	.....	26,828 36	11
4,152 23	529 02	1 02	.....	967 32	.....	.....	9,273 30	12
.....	582 68	.....	.....	1,602 16	.....	.....	3,724 68	13
5,593 75	855 97	.....	.....	1,043 00	.....	.....	11,916 12	14
1,045 92	265 57	327 06	.....	3,233 85	.....	.....	8,396 10	15
1,054 84	1,054 84	.....	.....	.....	.....	.....	3,164 52	16
6,947 57	2,874 24	153 92	3 82	2,738 71	.....	.....	19,353 23	17
3,326 32	246 60	251 00	.....	653 06	606 57	.....	6,127 55	18
6,713 90	954 91	911 63	.....	1,347 79	1,341 85	.....	13,070 08	19
18,892 28	1,444 31	2,604 93	.....	6,396 93	2,949 10	.....	42,079 55	20
7,605 42	678 74	1,970 61	.....	2,262 49	1,494 12	.....	16,279 38	21
3,476 96	1,210 55	.....	.....	1,426 27	.....	.....	9,620 75	22
812 98	696 61	412 66	.....	126 00	.....	.....	2,933 25	23
554 67	.....	.....	.....	834 64	.....	.....	4,352 46	24
15,380 25	583 32	.....	.....	5,051 07	.....	.....	26,271 97	25
.....	107 15	214 00	.....	765 08	.....	.....	2,163 98	26
1,884 30	296 78	665 56	.....	1,658 08	.....	.....	7,244 32	27
3,232 00	1,050 17	1,042 10	.....	3,893 09	.....	.....	16,567 32	28
.....	.....	.....	.....	.....	.....	.....	.....	29
10,088 15	2,357 61	57 89	.....	6,197 82	26,131 19	.....	48,104 00	30
592 50	.....	.....	.....	110 00	.....	.....	702 50	31
.....	.....	.....	.....	.....	.....	.....	.....	32
19,331 52	2,437 90	100 75	.....	565 68	.....	.....	22,435 85	33
2,919 06	358 78	1,213 76	.....	554 54	.....	.....	8,296 14	34
.....	60 00	.....	.....	.....	.....	.....	60 00	35
622 09	188 27	1,499 76	.....	661 51	.....	95 33	3,511 44	36
20,016 33	2,901 59	1,808 62	.....	4,784 29	.....	.....	35,232 59	37
1,113 00	.....	80 00	.....	281 16	.....	.....	1,474 16	38
2,030 16	150 30	725 00	.....	87 15	.....	.....	2,992 61	39
1,059 00	1,047 87	34 05	.....	218 37	.....	.....	5,536 34	40
5,311 98	336 28	88 18	.....	19,361 43	.....	.....	56,566 16	41
5,995 21	1,361 18	20 00	.....	1,504 37	.....	10 26	12,195 56	42
.....	.....	.....	.....	.....	.....	.....	.....	43
.....	104 45	17 50	.....	1,206 42	.....	.....	6,167 42	44
15,676 96	203 19	1,023 19	.....	3,511 03	.....	.....	20,414 37	45
7,189 70	675 11	614 72	.....	6,872 22	845 76	.....	20,591 95	46
5,593 25	76 95	.....	.....	115 61	.....	.....	8,100 61	47
6,000 00	1,320 00	1,000 00	.....	3,886 97	.....	.....	17,006 97	48
2,207 94	.....	.....	.....	2,075 71	.....	.....	6,099 65	49
.....	.....	.....	.....	6,870 13	.....	.....	6,870 13	50

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. / N°	Name of Railway. / Nom du chemin de fer.	Conducting Transportation—*Con.* / Service de transport—*Fin.*			Salaries and Expenses of General Officers / Appointements et dépenses des fonctionnaires généraux.
		Other Transportation Expenses. / Autres frais de transport.	Total Operation of Cars. / Total service des voitures.	Total Transportation Expenses. / Total frais de transport.	
		$ cts.	$ cts.	$ cts.	$ cts.
51	Schomberg & Aurora	48 78	5,203 46	8,180 57	
52	Shawinigan Falls	1,999 84	24,011 46	27,567 41	4,344 13
53	Sherbrooke		21,183 22	29,897 52	1,519 21
54	St. Thomas		13,829 60	18,073 47	1,080 00
55	Suburban Rapid Transit Co	5 00	58,730 02	95,205 39	575 10
56	Sudbury, Copper Cliff Suburban		13,873 32	18,189 57	
57	Three Rivers Traction Co	1,215 59	16,994 71	27,102 73	2,781 42
58	Toronto	7,540 70	1,971,453 82	2,976,368 34	56,018 46
59	Toronto Civic	166 39	141,317 48	213,436 66	1,376 47
60	Toronto Suburban	2,926 42	64,036 78	107,672 26	6,923 61
61	Toronto & York Radial	2,534 69	173,465 13	290,426 96	8,529 30
62	Windsor Essex & Lake Shore		31,952 52	57,737 75	3,452 75
63	Winnipeg	395 41	953,772 39	1,097,169 96	30,611 97
64	Winnipeg, Selkirk & Lake Winnipeg	338 57	31,681 12	63,548 90	4,935 00
65	Yarmouth		4,564 16	8,998 84	661 93
	Total	65,796 19	7,810,063 13	11,381,487 37	307,430 78

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

General and Miscellaneous Expenses. — Dépenses, en général et diverses.								No. — N°
Salaries and Expenses of General Office Clerks. — Appointements et dépenses des commis et aides.	General Office Supplies and Expenses. — Fournitures de bureau et dépenses en général.	Law Expenses. — Frais judiciaires.	Relief Department Expenses. — Dépenses de la division de secours.	Miscellaneous General Expenses. — Diverses dépenses en général.	Other Operations Dr. — Autres services. Dt.	Other Operations Cr. — Autres services. Av.	Total General and Miscellaneous. — Total en général et divers.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
200 00	20 25	5 00	.....	47 93	.....	.....	273 18	51
.....	.....	82 60	.....	1,228 86	.....	.....	5,655 59	52
1,407 50	263 72	50 00	.....	9,821 68	.....	.....	13,062 11	53
240 00	48 80	.....	.....	222 41	.....	.....	1,591 21	54
71 50	1 00	775 00	.....	331 16	.....	.....	1,753 76	55
150 00	479 71	.....	.....	.....	.....	.....	629 71	56
2,441 70	1,324 00	449 00	.....	1,836 05	.....	.....	8,832 17	57
81,242 63	.....	18,056 77	.....	69,889 60	919 39	.....	226,126 85	58
10,350 17	30 70	.....	.....	62 91	.....	.....	11,820 25	59
3,308 78	492 70	237 31	.....	687 25	.....	.....	11,649 65	60
9,123 84	1,623 30	485 25	.....	10,244 01	3,774 50	.....	33,780 20	61
3,015 00	467 82	.....	.....	1,200 00	.....	.....	8,135 57	62
25,898 75	22,051 60	8,270 78	.....	28,528 20	.....	.....	115,361 30	63
480 90	.....	.....	.....	596 65	.....	.....	6,012 55	64
565 15	334 20	36 30	.....	1,400 47	.....	.....	3,001 05	65
439,942 40	72,852 51	56,501 42	3 82	271,371 45	43,820 32	105 59	1,191,817 11	

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du chemin de fer.	Undistributed Accounts. — Comptes non répartis.		
		Injuries and Damages. — Blessures et dommages.	Insurance. — Assurance.	Stationery and Printing. — Papeterie et impressions.
		$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo (now Kitchener & Waterloo)		2,376 85	37 85
2	Berlin & Northern			318 17
3	Berlin, Waterloo, Wellesly & Lake Huron	5 50	3,920 00	1,030 45
4	Brandon Municipal			
5	Brantford & Hamilton	4,034 32	825 57	
6	Braatford Municipal	369 65	2,173 17	255 19
7	British Columbia	56,347 42	11,025 11	5,839 62
8	Calais Street	22 50	634 04	
9	Calgary	11,113 71	2,206 07	629 26
10	Canadian Resources Development		96 74	
11	Cape Breton	8,867 01	2,070 73	1,290 41
12	Chatham, Wallaceburg & Lake Erie	1,571 17	2,919 00	1,264 44
13	Cornwall	217 74	761 05	
14	Edmonton Ridial	2,355 45	3,981 99	366 15
15	Fort William			
16	Guelph Radial	231 48	1,376 49	184 11
17	Halifax Tramways (now Nova Scotia Tramway & Power Co.	16,665 59	1,034 15	
18	Hamilton & Dundas	1,722 56	122 68	
19	Hamilton, Grimsby & Beamsville	4,259 49	832 88	
20	Hamilton Street	34,640 20	2,440 76	
21	Hamilton Radial	3,899 54	461 10	
22	Hull	3,000 00	3,458 88	866 87
23	International Transit Co.	351 75	2,830 92	107 16
24	Kingston, Portsmouth & Cataraqui	822 40	610 89	199 74
25	Lake Erie & Northern	736 35	2,984 02	369 29
26	Lethbridge Municipal	300 00	716 49	106 30
27	Levis County	1,445 06	4,073 85	545 34
28	London Street	18,257 07	2,361 97	145 00
29	London & Lake Erie			
30	London & Port Stanley	341 73	20,691 94	2,971 19
31	Moncton Tramways		150 00	
32	Montreal Tramways			
33	Montreal & Southern Counties	2,631 26	3,857 23	5,038 22
34	Moosejaw	416 17	2,187 90	1,074 76
35	Nelson		198 15	97 00
36	Niagara Falls Park & River	152 20	2,124 02	238 67
37	Niagara, St. Catharines & Toronto	10,451 02	14,286 69	6,930 90
38	Niagara, Welland & Lake Erie	8 00	1,003 00	11 25
39	Nipissing Central	152 48	597 77	558 59
40	Oshawa	1,137 57	2,226 63	124 68
41	Ottawa	17,628 64	12,042 82	1,168 34
42	Peterborough Radial		4,601 77	514 40
43	Picton County			
44	Port Arthur		1,475 15	
45	Quebec Rly. Light & Power (Citadel)	2,240 64	5,307 59	1,919 97
46	" " (Montmorency)		2,271 99	3,280 02
47	Regina Municipal	3,383 59	570 25	181 95
48	Sandwich, Windsor & Amherstburg	6,394 64	1,050 04	3,350 66
49	Sarnia	100 00	817 81	578 01
50	Saskatoon	6,240 67	2,433 73	548 97
51	Schomberg & Aurora	5 66	152 45	
52	Shawinigan Falls	527 30	130 15	394 86
53	Sherbrooke		2,861 47	187 93
54	St. Thomas		1,011 79	28 80
55	Suburban Rapid Transit Co.	1,032 25	550 11	169 98
56	Sudbury, Copper Cliff Suburban		2,030 09	231 37

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Continued.*

pour l'exercice terminé le 30 juin 1918—*Suite.*

Undistributed Accounts. — Comptes non répartis.						No. — N°
Store Expenses. — Dépenses de magasins.	Stable Expenses. — Dépenses d'étable.	Rent of Tracks and Terminals. — Loyer de voies et gares terminales.	Rent of Equipment. — Loyer de matériel.	Total Undistributed Accounts. — Total, comptes non répartis.	Grand Total Operating Expenses. — Grand total, frais d'exploitation.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
....	580 16	.....	.....	2,994 86	37,529 40	1
....	.....	.....	.....	318 17	7,909 04	2
....	.....	1,800 00	14,598 66	21,354 61	165,341 28	3
....	.....	.....	.....	.....	.....	4
....	.....	8,584 55	1,305 41	14,749 85	119,071 99	5
554 90	.....	.....	.....	3,352 91	81,361 85	6
6,036 69	2,479 73	14,478 40	22,544 14	118,751 11	2,708,513 96	7
....	.....	.....	.....	656 54	33,021 18	8
1,729 57	.....	1,697 15	.....	18,375 76	424,558 44	9
....	.....	178 71	.....	275 45	942 80	10
1,192 88	0 55	.....	.....	13,421 58	203,460 06	11
....	.....	97 95	9,904 69	15,757 25	97,590 98	12
....	.....	.....	.....	978 79	38,184 34	13
1,425 39	.....	290 96	.....	8,419 94	360,370 89	14
....	.....	.....	.....	.....	107,485 79	15
281 04	.....	.....	.....	2,073 12	41,280 67	16
1,124 43	2,405 74	.....	.....	21,230 01	275,423 68	17
.....	44 00	5,614 27	5,916 33	13,419 84	57,891 97	18
....	.....	8,816 33	9,328 83	23,237 53	135,048 41	19
....	.....	10,716 75	5,020 26	52,817 97	549,204 87	20
....	.....	9,197 75	20,851 66	34,410 05	169,250 61	21
....	.....	.....	.....	7,325 75	147,802 73	22
229 14	.....	.....	.....	3,518 97	87,402 84	23
....	.....	.....	.....	1,633 03	42,517 17	24
....	.....	600 00	1,963 86	6,653 52	154,974 86	25
29 45	.....	.....	.....	1,152 24	47,246 88	26
.....	740 61	420 00	644 16	7,879 02	113,306 24	27
1,679 17	301 96	595 00	.....	23,340 17	345,161 20	28
....	.....	.....	.....	.....	.....	29
1,466 88	.....	.....	19,456 08	44,927 82	255,670 01	30
....	.....	2 00	.....	152 00	22,117 52	31
....	.....	.....	.....	.....	.....	32
2,319 23	.....	69,297 90	2,244 90	85,388 74	316,580 12	33
.....	277 02	.....	.....	3,955 85	85,685 59	34
383 62	.....	.....	.....	678 77	13,626 79	35
249 69	252 14	10,000 00	.....	13,016 72	90,377 06	36
1,491 90	.....	1,704 50	.....	34,865 01	569,960 68	37
18 50	.....	220 00	.....	1,260 75	12,716 66	38
....	.....	600 00	3,830 40	5,739 24	83,552 73	39
.....	799 44	.....	16,042 11	20,330 43	99,316 88	40
1,790 00	1,478 69	.....	.....	34,108 49	760,955 61	41
543 78	.....	.....	.....	5,659 95	62,074 12	42
....	.....	.....	.....	.....	.....	43
741 75	.....	.....	.....	2,216 90	108,234 11	44
2,494 37	1,450 08	.....	.....	13,412 65	363,727 00	45
....	.....	.....	.....	5,552 01	183,643 79	46
1,530 80	731 57	.....	.....	6,398 16	207,630 47	47
....	.....	.....	.....	10,795 34	222,774 13	48
.....	1,847 25	.....	.....	3,373 07	59,311 85	49
61 25	.....	.....	.....	9,284 62	156,843 64	50
....	.....	546 00	.....	704 11	18,675 95	51
....	.....	.....	.....	1,052 31	50,233 26	52
....	.....	.....	.....	3,049 40	61,007 33	53
....	.....	1 00	.....	1,041 59	20,706 27	54
.....	18 69	45 84	1,800 00	3,616 87	110,206 58	55
....	.....	495 00	.....	2,756 46	32,046 05	56

TABLE 4.—Summary of Operating Expenses

TABLEAU 4.—Sommaire des frais d'exploitation

No. — N°	Name of Railway. — Nom du chemin de fer.	Undistributed Accounts, — Comptes non répartis.		
		Injuries and Damages. — Blessures et dommages.	Insurance. — Assurance.	Stationery and Printing. — Papeterie et impressions.
		$ cts.	$ cts.	$ cts.
57	Three Rivers Traction Co.	3 00	2,661 12	348 05
58	Toronto	47,930 76	66,315 07	5,960 44
59	Toronto Civic	4,169 32	2,580 96	3,831 08
60	Toronto Suburban	190 25	12,149 26	745 80
61	Toronto & York Radial	3,000 00	5,792 65	1,432 94
62	Windsor, Essex & Lake Shore		9,225 10	791 50
63	Winnipeg	21,595 97	21,330 98	3,959 04
64	Winnipeg, Selkirk & Lake Winnipeg		2,229 81	156 09
65	Yarmouth		158 56	206 34
	Totals	301,979 18	263,399 45	60,587 15

SESSIONAL PAPER No. 20b

for the year ending June 30, 1918—*Concluded.*

pour l'exercice terminé le 30 juin 1918—*Fin.*

Undistributed Accounts—*Concluded.* — Comptes non répartis—*Fin.*						No. — N°
Store Expenses. — Dépenses de magasins.	Stable Expenses. — Dépenses d'étable.	Rent of Tracks and Terminals. — Loyer de voies et gares terminales.	Rent of Equipment. — Loyer de matériel.	Total Undistributed Accounts. — Total, comptes non répartis.	Grand Total Operating Expenses. — Grand total, frais d'exploitation.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
12 61	581 11	37 50	.....	3,643 39	60,466 13	57
14,064 99	7,852 82	.....	.....	142,124 08	4,124,059 88	58
3,359 07	1,300 75	.....	.....	15,241 18	270,005 73	59
1,072 33	416 50	.....	.....	14,574 14	224,212 87	60
2,970 75	3,559 32	.....	.....	16,755 66	529,141 70	61
486 43	.....	.....	.....	10,503 03	121,237 20	62
3,422 88	7,859 83	1,000 06	.....	59,168 76	1,569,537 58	63
.....	.....	501 00	.....	2,886 90	101,076 04	64
.....	168 31	.....	.....	533 21	16,709 17	65
52,763 49	35,146 27	147,538 62	135,451 49	996,865 65	17,535,974 63	

TABLE 5.—Income Account for the

TABLEAU 5.—Compte du revenu pour

No / N°	Name of Railway / Nom du chemin de fer.	Income. / Revenu. Net Earnings from Operation. / Recettes nettes des frais d'exploitation.	Net Loss from Operation. / Pertes nettes des frais d'exploitation.	Miscellaneous Income. / Revenus divers.	Total Income from Operation. / Revenu total des frais d'exploitation.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo (now Kitchener & Waterloo)	20,396 92		163 66	20,560 58
2	Berlin & Northern	250 89			250 89
3	Berlin, Waterloo Wellesley and Lake Huron	55 998 33		1,960 91	57,959 24
4	Brandon Municipal				
5	Brantford and Hamilton	88 161 03			88 161 03
6	Brantford Municipal	29 939 31			29 939 31
7	British Columbia	510 183 66		1,148,953 48	1,659,137 14
8	Calais Street	8,905 39			8,905 39
9	Calgary	187,471 03		16,542 95	201,013 98
10	Canadian Resources Development		847 15		−847 15
11	Cape Breton	83,442 38		116,435 86	199,878 24
12	Chatham, Wallaceburg and Lake Erie	32,991 27			32,994 27
13	Cornwall		2,920 98	25 90	−2,895 08
14	Edmonton Radial	138,652 83			138,652 83
15	Fort William	40,502 38			40,502 38
16	Guelph Radial	8,869 11		2,565 43	11,434 54
17	Halifax Tramway (now Nova Scotia Tramways and Power Co.)	146,268 96		202,378 26	348,647 22
18	Hamilton and Dundas	25,851 47			25,854 47
19	Hamilton Grimsby and Beamsville	16,974 58			16,974 58
20	Hamilton Street	238,224 71			238,224 71
21	Hamilton Radial	4,239 34			4 239 34
22	Hull	59 411 92		32 990 79	92 432 71
23	International Transit Co	53 368 56		1,711 53	55,080 09
24	Kingston, Portsmouth & Cataraqui	7,292·07		503·57	7,795 64
25	Lake Erie & Northern	56,262·72			56,262 72
26	Lethbridge Municipal	6,897·93			6,897 93
27	Levis County		16,573 49		−16,573 49
28	London Street	97,552 19			97,552 19
29	London & Lake Erie				
30	London & Port Stanley	113,244 01			113,244 01
31	Moncton Tramways		6,901 55		−6,901 55
32	Montreal Tramways				
33	Montreal & Southern Counties		13,363 82	171 98	−13,188 84
34	Moosejaw	21,496 54			21,496 54
35	Nelson	969 31			969 31
36	Niagara Falls Park & River	23,137 39		7,501 00	30,641 39
37	Niagara, St. Catharines & Toronto	196,461 86			196,461 86
38	Ningara, Welland & Lake Erie	18,890 16		470 16	19,360 32
39	Nipissing Central	13,873 52		212 71	11,086 23
40	Oshawa	73,674 07		1,912 78	75,586 85
41	Ottawa	533,231 55			533,231 55
42	Peterborough Radial	12,790 16			12,790 16
43	Picton County				
44	Port Arthur	36,512 88			36,512 88
45	Quebec Railway, Light & Power Co., (Citadel)	181,819 72			181,819 72
46	Quebec Railway, Light & Power Co. (Montmorency)	25,270 74			25,270 01
47	Regina Municipal	36,382 70			36,382 70
48	Sandwich, Windsor and Amherstburg	108,611 97		31,561 03	140,209 00
49	Sarnia	9,642 84			9,642 84

year ending June 30, 1918.

l'exercice terminé le 30 juin 1918.

Deductions from Income. — Déductions du revenu.					Net.		No. — N°
Taxes. — Taxes.	Interest on Funded Debt. — Intérêt sur dette consolidée.	Interest on Floating Debt. — Intérêt sur dette flottante.	All other Deductions. — Toutes autres déductions.	Total. —	Income. — Revenu.	Loss. — Perte.	
$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	7,585 32	.....	.....	7,585 32	12,975 26	.....	1
244 25	130 00	2,746 95	.....	3,121 20	.....	2,870 13	2
14,315 79	17,040 00	307 65	.....	31,663 44	26,295 80	.....	3
.....	.....	.....	.....	.....	.....	.....	4
5,932 39	39,600 00	49,233 92	.....	94,766 31	.....	6,605 28	5
1,653 43	.....	.....	.....	1,653 43	28,285 88	.....	6
187,753 87	642,888 20	.....	110,445 92	941,087 99	718,049 15	.....	7
1,072 00	5,000 00	.....	.....	6,072 00	2,833 39	.....	8
2,200 96	110,182 85	.....	.....	112,383 81	91,630 17	.....	9
.....	.....	.....	.....	.....	.....	847 15	10
17,246 07	54,800 00	6 82	48,650 00	120,702 89	79,175 35	.....	11
2,636 84	34,725 00	2,363 68	10 95	39,736 47	.....	6,742 20	12
962 70	.....	255 78	.....	1,218 48	.....	4,113 56	13
.....	139,206 24	97,660 11	.....	236,966 35	.....	98,213 52	14
.....	53,190 00	33,015 98	.....	86,205 98	.....	45,703 60	15
.....	.....	.....	.....	.....	11,434 54	.....	16
70,012 01	105,625 00	4,455 62	8,187 24	188,280 24	160,366 98	.....	17
1,240 94	5,000 00	.....	.....	6,240 94	19,613 53	.....	18
4,856 77	7,500 00	2,930 23	.....	15,287 00	1,687 58	.....	19
82,154 60	18,425 80	4,442 03	.....	105,022 43	133,202 28	.....	20
5,247 90	8,000 00	43,360 62	.....	56,608 52	.....	52,369 18	21
1,827 36	.....	80,472 15	4,989 89	87,289 40	5,143 31	.....	22
1,777 95	8,000 00	.....	.....	9,777 95	45,302 14	.....	32
1,006 24	3,970 00	.....	.....	4,976 24	2,819 40	.....	24
7,012 98	108,600 00	.....	.....	115,612 98	.....	59,350 26	25
5,380 99	21,530 69	.....	.....	26,911 68	.....	20,013 75	26
700 35	7,555 00	8,528 01	.....	16,783 36	.....	33,356 85	27
7,661 84	28,157 27	2,043 77	56 00	37,918 88	59,633 31	.....	28
.....	.....	.....	.....	.....	.....	.....	29
2,251 38	53,732 56	.....	20,000 00	75,983 94	37,260 10	.....	30
.....	.....	.....	.....	.....	.....	6,901 55	31
.....	.....	.....	.....	.....	.....	.....	32
4,500 00	.....	68,489 52	.....	72,989 52	.....	86,178 36	33
17 75	1,750 00	2,305 15	.....	4,072 90	17,423 64	.....	34
.....	3,807 50	.....	.....	3,807 50	.....	2,838 19	35
6,970 39	30,000 00	.....	.....	36,970 39	.....	6,329 00	36
13,550 59	54,900 00	19,643 95	.....	88,094 54	108,367 32	.....	37
1,164 29	2,433 33	.....	.....	3,597 62	15,762 70	.....	38
1,126 37	.....	.....	9,161 28	10,287 65	3,798 58	.....	39
5,992 23	738 09	.....	.....	6,730 32	68,856 53	.....	40
81,935 04	16,460 00	25,596 65	.....	123,991 69	409,239 86	.....	41
145 27	11,993 54	.....	.....	12,138 81	651 35	.....	42
.....	.....	.....	.....	.....	.....	.....	43
.....	69,077 77	.....	1,748 10	70,825 87	.....	34,312 99	44
2,289 42	.....	.....	.....	2,289 42	179,530 30	.....	45
.....	.....	.....	.....	.....	25,270 74	.....	46
.....	78,010 56	.....	18,711 86	96,722 42	.....	60,339 72	47
24,000 00	33,975 00	.....	.....	57,975 00	82,234 00	.....	48
922 88	4,529 52	.....	.....	5,452 40	4,190 44	.....	49

TABLE 5.—Income Account for the

TABLEAU 5.—Compte du revenu pour

No. — N°	Name of Railway. — Nom du chemin de fer.	Income. — Revenu. Net Earnings from Operation. — Recettes nettes des frais d'exploitation.	Net Loss from Operation. — Pertes nettes des frais d'exploitation.	Miscellaneous Income. — Revenus divers.	Total Income from Operation. — Revenu total des frais d'exploitation.
		$ cts.	$ cts.	$ cts.	$ cts.
50	Saskatoon	51,255 07			51,255 07
51	Schomberg and Aurora		783 83		—783 83
52	Shawinigan Falls	11,131 89			11,131 89
53	Sherbrooke	4,273 43		67,928 94	72,202 37
54	St. Thomas		208 84		—208 84
55	Suburban Rapid Transit Co	232 68		32,918 65	33,151 33
56	Sudbury-Copper Cliff Suburban	9,477 89		26 30	9,504 19
57	Three Rivers Traction Co	25,538 58			25,538 58
58	Toronto	2,387,244 03		86,885 00	2,474,129 03
59	Toronto Civic	36,915 64			36,915 64
60	Toronto Suburban	53,200 03		856 68	54,056 71
61	Toronto and York Radial	181,111 57			181,111 57
62	Windsor, Essex and Lake Shore	37,406 55			37,406 55
63	Winnipeg	610,761 13		530,235 18	1,140,996 31
64	Winnipeg, Selkirk and Lake Winnipeg	44,090 65		26,176 65	70,267 30
65	Yarmouth	28,688 15		78 20	28,766 35
	Totals	6,805,514 72	41,599 66	2,311,176 60	9,075,091 66

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year ending June 30, 1918—*Continued.*

l'exercice terminé le 30 juin 1918—*Suite.*

Deductions from Income. — Déductions du revenu.					Net.		No. — N°
Taxes.	Interest on Funded Debt. — Intérêt sur dette consolidée.	Interest on Floating Debt. — Intérêt sur dette flottante.	All other Deductions. — Toutes autres déductions.	Total.	Income. — Revenu.	Loss — Perte.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	37,667 40	1,983 00	.....	39,650 40	11,604 67	.....	50
144 23	.....	29,250 00	.....	29,394 23	.....	30,178 06	51
.....	7,500 00	4,645 12	.....	12,145 12	.....	1,013 23	52
535 00	57,781 72	9,133 04	1,073 35	68,523 11	3,679 26	.....	53
.....	.....	.....	.....	.....	.....	208 84	54
6,614 98	25,000 00	6,768 50	532 93	38,916 41	.....	5,765 08	55
.....	5,486 10	.....	.....	5,486 10	4,018 09	.....	56
232 72	21,260 04	846 13	.....	22,338 89	3,199 69	.....	57
1,355,396 17	221,697 49	.....	.....	1,577,093 66	897,035 37	.....	58
.....	87,416 85	.....	474 56	87,891 41	.....	50,975 77	59
5,726 77	118,260 00	.....	13,473 00	137,459 77	.....	83,403 06	60
7,679 87	82,000 00	57,755 88	.....	147,435 75	33,675 82	.....	61
2,332 00	37,500 00	19,551 71	.....	59,383 71	.....	21,977 16	62
172,197 60	250,000 00	395,646 20	23,011 65	840,855 45	300,140 86	.....	63
2,771 78	32,660 00	5,408 53	3,055 08	43,895 39	26,371 91	.....	64
1,223 88	12,500 00	27 93	149 72	13,901 53	14,864 82	.....	65
2,122,618 84	2,784,848 84	978,874 63	263,731 90	6,150,074 21	3,645,624 12	720,606 67	

TABLE 5.—Income Account for the year ending June 30, 1918—*Continued.*

TABLEAU 5.—Compte du revenu pour l'exercice terminé le 30 juin 1918—*Suite.*

Name of Railway. — Nom du chemin de fer.	Deductions from Net Income — Déductions du revenu net.				
	Reserves and Special Charges. — Réserves et obligations spéciales.	Dividends. — Dividends.	Total Deductions — Déductions totales.	Surplus for Year. — Surplus pour l'année.	Deficit for Year. — Déficit pour l'année.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Berlin and Waterloo now Kitchener and Waterloo)				12,975 26	
Berlin and Northern					2,870 31
Berlin, Waterloo, Wellesley and Lake Huron		12,500 00	12,500 00	13,795 80	
Brandon Municipal					
Brantford and Hamilton					6,605 28
Brantford Municipal				28,285 88	
British Columbia	813,320 03	349,200 00	1,162,520 03		444,470 88
Calais Street	2,000 00		2,000 00	833 39	
Calgary	79,429 49		79,429 49	12,200 68	
Canadian Resources Development					847 15
Cape Breton	12,682 44	47,790 00	60,472 44	18,702 91	
Chatham, Wallaceburg and Lake Erie					6,742 20
Cornwall					4,113 56
Edmonton Radial	39,485 90		39,485 90		137,699 42
Fort William					45,703 60
Guelph Radial	8,000 00	6,119 89	14,119 89		2,685 35
Halifax Tramwny (now Nova Scotia Tramways & Power Co)	24,375 00	124,306,64	148,681 64	11,685 34	
Hamilton and Dundas		4,000 00	4,000 00	15,613 53	
Hamilton, Grimsby and Beamsville				1,687 58	
Hamilton Street		96,400 00	96,400 00	36,802 28	
Hamilton Radial					52,369 18
Hull	39,552 06		39,552 06		34,408 75
International Transit Co				45,302 14	
Kingston, Portsmouth and Cataraqui				2,819 40	
Lake Erie and Northern					59,350 26
Lethbridge Municipal	9,957 00		9,957 00		29,970 75
Levis County					33,356 85
London Street	35,000 00	17,180 40	52,180 40	7,452 91	
London and Lake Erie					
London and Port Stanley	14,766 29		14,766 29	22,493 81	
Moncton Tramways					6,901 55
Montreal Tramways					
Montreal and Southern Counties					86,178 36
Moosejaw	11,500 00		11,500 00	5,923 64	
Nelson					2,838 19
Niagara Falls Park and River					6,329 00
Niagara, St. Catharines and Toronto				108,367 32	
Niagara, Welland and Lake Erie	3,000 00	2,500 00	5,500 00	10,262 70	
Nipissing Central				3,798 58	
Oshawa	15,924 00		15,924 00	52,932 53	
Ottawa	110,000 00	281,580 00	391,580 00	17,659 86	
Peterborough Radial				651 35	
Picton County					
Port Arthur					31,312 99
Quebec Railway, Light and Power Co. (Citadal)				179,530 30	
Quebec Railway, Light and Power Co. (Montmorency)				25,270 74	
Regina Municipal					60,339 72
Sandwich, Windsor and Amherstburg				82,231 00	

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TABLE 5.—Income Account for the year ending June 30, 1918—*Concluded.*

TABLEAU 5.—Compte du revenu pour l'exercice terminé le 30 juin 1918—*Fin.*

Name of Railway. — Nom du chemin de fer.	Deductions from Net Income. — Déductions du revenu net.				
	Revenues and Special Charges. — Réserves et obligations spéciales.	Dividends. — Dividendes.	Total Deductions — Déductions totales.	Surplus for Year. — Surplus pour l'année.	Deficit for Year. — Déficit pour l'année.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Sarnia		5,400 00	5,400 00		1,209 56
Saskatoon	16,351 13		16,351 13		4,746 46
Sebomberg and Aurora					30,178 06
Shawinigan Falls					1,013 23
Sherbrooke				3,679 26	
St. Thomas					208 84
Surburban Rapid Transit Co					5,765 08
Sudbury-Copper Cliff Suburban		4,382 00	4,382 00		363 91
Three Rivers Traction Co				3,199 69	
Toronto		720,000 00	720,000 00	177,035 37	
Toronto Civic	69,237 03		69,237 03		120,212 80
Toronto Suburban					83,403 06
Toronto and York Radial				33,675 82	
Windsor, Essex and Lake Shore					21,977 16
Winnipeg	152,555 48		152,555 48	147,585 38	
Winnipeg, Selkirk and Lake Winnipeg	9,203 50		9,203 50	17,168 41	
Yarmouth				14,864 82	
Totals	1,466,339 35	1,671,358 93	3,137,698 28	1,114,490 68	1,327,171 51

TABLE 6.—Summary of Equipment for the year ending June 30, 1918—*Concluded.*

TABLEAU 6.—Sommaire du matériel pour l'exercice terminé le 30 juin 1918—*Fin.*

Name of Railway. — Nom du chemin de fer.	Passenger Cars. — Voitures à voyageurs.				Other Cars. — Autres voitures.							Total Cars of All Classes. — Total, voitures de toutes sortes.
	Closed. — Fermées.	Open. — Ouvertes.	Combination. — Combinaison.	Total.	Freight. — Marchandises.	Mail, Express and Baggage. — Voitures poste, messageries et bagage.	Combination. — Combinaison.	Work. — De travail.	Snow Ploughs — Chasse-neige.	Sweepers. — Balayeuses.	Miscellaneous. — Voitures diverses.	
Berlin and Waterloo (now Kitchener and Waterloo)	8	6		14				1		1		16
Berlin and Northern	3			3							7	10
Berlin, Waterloo, Wellesley and Lake Huron	9	4	2	15	3		2	2		2	3	27
Brandon Municipal												
Brantford and Hamilton	6			6				6				12
Brantford Municipal	13	4		17	1			1	1	1		21
British Columbia	379	5		384	456	14	5	47	2	6	*20	934
Calais Street	4	4		8				1	1			10
Calgary	85	1		86	7			2		1	7	103
Canadian Resources and Development	1			1				2			22	25
Cape Breton	24			24	3	1		1	3	1		33
Chatham, Wallaceburg and Lake Erie	6	2		8	79			1				88
Cornwall	8	2		10	2					1		13
Edmonton Radial			74	74				4		2	3	83
Fort William	26	1		27				1		1		29
Guelph Radial	8	3		11					1	1	†1	14
Halifax Tramway (now N.S. Tramways and Power Co.)	38	22		60				3		5	22	90
Hamilton and Dundas	1	2		3								3
Hamilton, Grimsby and Beamsville	8	2		10	4							14
Hamilton Street	92	19		111						4	1	116
Hamilton Radial	8			8	11				1			20
Hull	31	13		44	†2	1		2	2	3	1	55
International Transit Co	12			12						1	1	14
Kingston, Portsmouth and Cataraqui	8		12	20	1			2	2			25

Lake Erie and Northern	10			10		1	2	22	1		2	38
Lethbridge Municipal	10			10								10
Levis County	15	9		24	2			1	2	3		32
London Street	51	14		65					2	2	3	72
London and Lake Erie												
London and Port Stanley	17			17	4	2		2			13	38
Moncton Tramways	4			4				1	1			6
Montreal Tramways												
Montreal and Southern Counties	30			30	3	2	4	2	2	2		45
Moosejaw	21			21				1		1		23
Nelson	2			2								2
Niagara Falls, Park and River	11	16		27			2		1		2	32
Niagara, St. Catharines and Toronto	34	8		42	48	1		1	2	1	‡12	107
Niagara, Welland and Lake Erie	3			3					1			4
Nipissing Central	5			5				2	1			8
Oshawa	5	3	1	9		2		4		1	4	20
Ottawa	125	40		165				4	4	9	2	184
Peterborough Radial	10	8		18					1	2		21
Pictou County												
Port Arthur	24	1		25		1			2			28
Quebec Ry. Light and Power Co. (Citadel)	68	24		92				1	4	7	7	111
Quebec Ry. Light and Power Co. (Montmorency)	15			15							2	17
Regina Municipal	34			34	29			1	1	2		67
Sandwich, Windsor and Amherstburg	38	22		60	4			12	3			79
Sarnia	10	2		12		1						13
Saskatoon	19			19				4	1	1	2	27
Schomberg and Aurora											14	14
Shawinigan Falls											12	2
Sherbrooke	10	9		19					1	1		21
St. Thomas	8	6		14					1			15
Suburban Rapid Transit Co.	11			11								11
Sudbury, Copper Cliff Suburban	3			3								3
Three Rivers Traction Co.	12			12					1	1		14
Toronto	238	116	529	883				17		13	8	921
Toronto Civic	45			45						3		48
Toronto Suburban	24	2		26	5	2		3		2	1	39
Toronto, York Radial	49	3		52	15	11		10	4		*3	95
Windsor, Essex and Lake Shore	11			11	19				1		**3	34
Winnipeg	293	11		304				7	1	9	1	322
Winnipeg, Selkirk and Lake Winnipeg	15			15	5			15		1	3	39
Yarmouth	3	3		6					1			7
Totals	2,061	387	618	3,066	703	39	15	186	52	91	162	4,314

* Including 17 locomotives.
† Locomotives.
‡ Including 7 locomotives.
** 1 locomotive.

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THIRTEENTH REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDING MARCH 31

1918

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
J. DE LABROQUERIE TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1919

[No.20c.—1919.]

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Sir H. L. Drayton, K.C., *Chief Commissioner.*

D'Arcy Scott, *Assistant Chief Commissioner.*

Hon. W. B. Nantel, K.C., LL.D., *Deputy Chief Commissioner.*

S. J. McLean, M.A., LL.B., Ph.D., *Commissioner.*

A. S. Goodeve, *Commissioner.*

A. C. Boyce, K.C., *Commissioner.*

A. D. CARTWRIGHT,
Secretary.

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REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to the provisions of section 62 of the Railway Act, as amended by section 12 of chapter 32, 8-9 Edward VII, the Board of Railway Commissioners for Canada has the honour to submit its Thirteenth Report for the year ending March 31, 1918.

Since the submission of the Board's last report the Railway Act has been amended under and by virtue of chapter 37, 7-8 George V, entitled "An Act concerning the payment of salaries or wages of employees of railway companies, and to otherwise amend the Railway Act," assented to the 20th September, 1917. The following is the amendment referred to:—

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section two hundred and fifty-nine of The Railway Act is amended by adding thereto the following subsection:—

> "(3) The salary or wages of every person employed in the operation, maintenance or equipment of any railway company, to which the Parliament of Canada has granted aid by means of subsidy or guarantee, shall be paid not less frequently than semi-monthly during the term of employment of such person."

2. Paragraph (e) of clause thirty-four of section two of the said Act is amended by adding at the end thereof the following:—

> "including any such compensation payable under the provisions of any Act of the Parliament of Canada, or of any provincial Legislature providing for compensation to workmen for injuries, or in respect of an industrial disease."

3. Section fifty of the said Act is amended by adding the following at the end thereof:—

> "but where such regulation, order or decision requires any act, matter or thing to be done for the safety of the public or the employees of the railway, no extension shall be granted without hearing on notice."

4. Subsection one of section two hundred and forty-six of the said Act is amended by inserting immediately after the word "maintained" in the third line thereof, the words "along or."

5. Section two hundred and sixty-nine of the said Act is amended by adding thereto the following paragraphs:—

> "(*d*) with respect to the length of sections required to be kept in repair by employees of the company, and with respect to the number of employees required for each section, so as to ensure safety to the public and to employees;

"(*e*) limiting or regulating the hours of duty of any employees or class or classes of employees, with a view to the safety of the public and of employees; and,

"(*f*) providing that a specified kind of fuel or a specified kind of power or method or means of propulsion shall be used on any or all locomotives and trains in any district."

6. Subsection two of section two hundred and seventy-four of the said Act is repealed and the following is substituted therefor:—

"(2) Where a municipal by-law of a city or town prohibits such sounding of the whistle or such ringing of the bell in respect of any such crossing or crossings within the limits of such city or town, such by-law shall, if approved by an order of the Board to the extent of such prohibition, relieve the company and its employees from the duty imposed by this section."

7. Subsection one of section two hundred and seventy-six of the said Act is repealed and the following is substituted therefor:—

"276. Whenever in any city, town or village, any train not headed by an engine is passing over or along a highway at rail level which is not adequately protected by gates or otherwise, the company shall station on that part of the train, which is then foremost, a person who shall warn persons standing on, or crossing, or about to cross the track of such railway."

8. Subsection one of section two hundred and ninety-two of the said Act is amended by adding at the end thereof:—

"Any conductors or other employees making a report to the company of the occurrence of any such accident shall as soon as possible after such accident notify the Board of the same by telegraph."

9. Section three hundred of the said Act is repealed and the following is substituted therefor:—

"300. (1) A superior or county court judge, two justices of the peace, or a stipendiary or police magistrate, in any part of Canada, a clerk of the peace, clerk of the Crown or judge of the sessions of the peace in the province of Quebec, within whose jurisdiction the railway runs, may, on the application of the company or any clerk or agent of the company, appoint any persons who are British subjects to act as constables on and along such railway.

"(2) Every person so appointed shall take an oath or make a solemn declaration, which may be administered by any judge or other official authorized to make the appointment or to administer oaths, in the form or to the effect following, that is to say:—

"I, A. B., having been appointed a constable to act upon and along (here name the railway), under the provisions of the Railway Act, do swear that I am a British subject; that I will well and truly serve our Sovereign Lord the King in the said office of constable, without favour or affection, malice or ill-will; that I will, to the best of my power, cause the peace to be kept, and prevent all offences against the peace; and that, while I continue to hold the said office, I will, to the best of my skill and knowledge, discharge the duties thereof faithfully according to law. So help me God."

"(3) Such appointment shall be made in writing signed by the official making the appointment, and the fact that the person appointed thereby has taken such oath or declaration shall be endorsed on such written appointment by the person administering such oath or declaration."

10. Subsection one of section three hundred and six of the said Act is amended by striking out the word "one," in the third and fifth lines thereof, and substituting therefor the word "two."

11. Section three hundred and eight of the said Act is repealed and the following is substituted therefor:—

"308. The company may, for the better enforcement of the observance of any such by-law, rule or regulation, prescribe a penalty not exceeding forty dollars for any violation thereof, and such penalty shall be enforceable on summary conviction."

12. Subsection three of section three hundred and ten of the said Act is repealed and the following is substituted therefor:—

"(3) No such by-law, rule or regulation shall have any force or effect without such sanction or after such sanction has been rescinded."

13. Paragraph (*d*) of section three hundred and ninety-three is repealed and the following is substituted therefor:—

"(*d*) Whenever in any city, town or village, any train of the company not headed by an engine is allowed to pass over or along a highway at rail level which is not adequately protected by gates or otherwise, the company does not station on that part of the train, which is then foremost, a person who shall warn persons standing on or crossing or about to cross the track of such railway."

14. Section three hundred and ninety-four of the said Act is amended by adding thereto the following subsection:—

"(2) No employee shall be liable to such penalty if he proves that the carrying out or observing of the rules of the company was the cause of such obstruction, and in such case the company and its superintendent or other officer in charge of the operation of the railway, or of the division thereof upon which such obstruction occurs, shall each be guilty of the offence mentioned in this section and liable to a penalty not exceeding two hundred dollars."

15. This Act shall come into force on the first day of January, one thousand nine hundred and eighteen.

PUBLIC SITTINGS OF THE BOARD.

During the year covered by the period from April 1, 1917, to March 31, 1918, the Board held 59 public sittings, at which 391 applications were heard. The number of public sittings held in the various provinces were as follows:—

Province.	Number.
Ontario	41
Quebec	4
Manitoba	2
Saskatchewan	4
Alberta	5
British Columbia	3
Total	59

The applications include a variety of matters falling within the jurisdiction of the Board under the Railway Act, from the complaint of a private individual to larger matters of general public interest affecting the community as a whole.

FORMAL AND INFORMAL MATTERS.

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitutes a considerable percentage of the total applications and complaints dealt with by it, that is to say, of a total of 3,611 applications and complaints received and dealt with by the Board, 20 per cent were set down for formal hearing, and 80 per cent were disposed of without the necessity of such formal hearing. Those informal complaints, dealt with and settled without the necessity of a hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding railway rates.

RAILWAY GRADE CROSSING FUND.

In accordance with the provision of section 7, of 8-9 Edward VII, chapter 32, entitled an Act to amend the Railway Act, provision was made that the sum of $200,000 each year, for five consecutive years from the 1st day of April, 1909, was appropriated and set apart from the Consolidated Revenue Fund for the purpose of aiding in the providing by actual construction work of protective safety, and conveniences for the public in respect of highway crossings of the railway at rail level, in existence on the said 1st day of April, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitation set out in the amending Act, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossing, the Board issued, between the 1st day of April, 1909, and the 31st March, 1918, 397 orders, providing protection at 444 crossings as follows:—

By electric bells	241
By gates	108
By subways	50
By overhead bridges	20
By diversion of highways	20
By closing of streets	3
By removal of view obstructions	3
By shelter	1
By towers	2

It will be seen by comparing the total number of crossings protected with the Twelfth Annual Report of the Board that the increase for the year ending March 31, 1918, in number of crossings protected, numbers 36 made up as follows:—

By electric bells	15
By gates	17
By subway	1
By diversion of highways	2
By removal of view obstruction	1
By shelter	1
By towers	2

NOTE.—Thirty-six crossings and thirty-nine protections consequent on account of two bells being ordered at one crossing, and extra tower at two crossings.

In connection with the granting of aid to protective works under this fund, attention is again directed to the fact that the Board has found that the limitation imposed by the Act has prevented contributions being made in as large a degree as would seem

to be proper in the public interest in connection with the larger schemes for elimination of grade crossings. Such works in the larger cities will run into amounts exceeding $100,000, and occasionally as high as several million dollars, so that the limitation of $5,000 (not to be applied to more than three crossings in any one municipality, or more than once to any one crossing) fixed by the Act, would be a mere fraction of the total amount involved.

GENERAL DECISIONS AND RULINGS OF THE BOARD.

Submitted herewith are some of the more important matters dealt with by the Board at its public sittings for the year ending March 31, 1917. A synopsis of the Board's judgments will be found under Appendix "A" to this report.

GENERAL ORDERS ISSUED BY THE BOARD.

The following is a brief summary of some of the matters dealt with under the Board's General Orders:—

Direction that the minimum weights proposed in certain tariffs of the Canadian Pacific and Grand Trunk Railway Companies fixing a minimum weight of 50,000 pounds per car for flour when loaded in cars of the capacity of 60,000 pounds or 70,000 pounds be disallowed, the railway companies being permitted to increase the minimum weight for flour to 45,000 pounds per car when loaded in cars of said capacity, not to be made effective before April 30, 1917. It was further provided that should the railway company, for its own convenience, furnish a larger capacity car in lieu of a car of 60,000 pounds or 70,000 pounds capacity required by the shipper, the minimum weight should be that for the car so required, provided the weight actually loaded did not exceed the maximum load for the type of car so required.

Direction that certain through "rail and water" class-rates between Eastern and Western Canada be suspended and that certain through "rail and water" class-rates applying between Eastern and Western Canada immediately in effect prior to the close of navigation, 1916, be restored until further order of the Board.

Direction that certain regulations for the Uniform Maintenance of Way Flagging Rules for Impassable Track, to become effective June 1, 1917, be prescribed for the observance of every railway company within the legislative authority of the Parliament of Canada, and rescinding the Board's General Order No. 161, dated February 23, 1916.

Direction amending rule No. 3 of the Canadian Freight Classification No. 16, by providing that each car, except the car carrying the excess, must be loaded to its visible or marked capacity, and fixing the classification minimum at not less than 24,000 pounds per car.

Direction that Canadian Freight Classification No. 16 be amended to provide a carload rating of third class, with a minimum of 16,000 pounds, on ice-cream cones.

Direction amending rule 23 of the Regulations Governing Baggage Car Traffic in Canada, by providing that immigrant baggage will be stored free of charge for any portion of a period of, but not exceeding, five days after arrival at ports of Montreal, Toronto and Winnipeg.

Direction that certain tariffs showing charges for ice supplied to refrigerator cars, which were suspended by the Board's General Orders Nos. 164 and 165, be disallowed.

Authorization of supplement No. 9 to Canadian Freight Classification No. 16, subject to certain provisions affecting proposed carload ratings and minimum weights for games or toys, other than those of iron or steel, and that popped-corn or puffed-rice confectionery be added to the grocery list of the classification.

Authorization to amend the Express Classification for Canada, so as to increase the weight upon which the express charges for the carriage of horses are based from 10,000 pounds to 12,000 pounds per carload.

Direction that the Grand Trunk, Canadian Pacific and Michigan Central Railway Companies' tariffs be amended by striking out certain clauses relating to cartage charges, and providing that cartage charges will be collected on the basis of actual weight, subject to the minimum provided by the Canadian Freight Classification.

Provision that in municipalities where barbed wire is prohibited all railway companies subject to the Board's jurisdiction be forbidden to use barbed wire in the future construction or reconstruction of fences along their respective lines of railway, subject to exceptions.

Direction that the Board's General Order No. 187 be rescinded in connection with the matter of "rail and water" rates between Eastern and Western Canada, and that the existing "rail and water" rates on sugar to Port Arthur, Fort William, and Westfort, for furtherance, be continued in effect.

Direction that each railway company subject to the Board's jurisdiction be required to equip its locomotives used in road service, between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 1,000 feet or more ahead of the locomotive.

Direction that the Board's Order No. 3249, approving Canadian Freight Classification No. 13, be amended so that any person or company violating the provisions of section 400, subsection 1, of the Railway Act, or any amendment thereto, shall in addition to the regular toll be liable to pay the company a further toll of fifty percentum of such regular charge.

Authorization of the Canadian Car Demurrage Rules superseding the Canadian Car Service Rules prescribed by Order of the Board No. 906 (General Order No. 1), dated January 25, 1906.

Direction amending regulations for the transportation by freight of dangerous articles other than explosives and certain particulars, all reference to paints being eliminated from the said regulations.

Direction that all railway companies subject to the Board's jurisdiction be required to stencil inches on the inside walls of cars used in the grain traffic in the provinces of Manitoba, Saskatchewan and Alberta, so as to show the depth of grain loaded therein, and that all such cars hereafter built be so stencilled before going into service.

Direction that General Order No. 173 be rescinded, in so far as it rescinds General Order No. 152, and that the tolls for the use of refrigerator cars for the carriage of vegetables, provided by said tariffs refiled and as authorized by the Board's General Order No. 152, be allowed.

Direction that the carload minimum weights for lumber, for domestic consumption or for export, be fixed for closed cars under 35 feet in length, inside measurement, 33,000 pounds, except that when cars loaded to full capacity will not contain 40,000 pounds, the minimum will be the actual weight, but not less than 35,000 pounds, and for closed cars 35 feet and not over 36 feet 6 inches in length, inside measurement, 40,000 pounds.

Direction that certain standard tariffs of maximum mileage tolls for the carriage of passengers, and granting certain increases to railway companies, in both Eastern and Western territories, be approved.

Direction that General Order No. 188 be amended by providing that frequent service shall mean nine or more trains per diem, and that fast train service shall mean a service at a speed of thirty-five miles or more an hour.

Authorization of certain tariffs of the railway companies, increasing the aggregate minimum weight of less-than-carload shipments of fresh meat, dressed poultry, packing house products, butter and eggs, when loaded in refrigerator cars on private sidings, from 9,000 to 12,000 pounds per car.

Direction that General Order No. 106 prescribing the rules and instructions for the inspection and testing of locomotive boilers and their appurtenances be amended in certain respects, and that the modifications provided remain in effect until December 31, 1918.

Authorization providing for the increase in certain standard passenger tariffs by 10 per cent and certain standard freight tariffs of railways by 15 per cent, and further providing that in the interest of uniformity the only fractional rate, if used, in the said standard freight tariffs be the half-cent, to be accounted the equivalent, inclusively, of twenty-five hundredths to seventy-four hundredths of a cent.

Direction that General Orders Nos. 95 and 160 be amended to provide that during the existence of the Canadian Railway Association for national defence and the continuance of the zone divisions under chairmen, that the zone chairmen shall file copies of all embargo notices to the Secretary of the Board, within the time limited by the said General Orders, and relieving the railway companies from filing such notices.

Direction amending rule No. 3 of the Canadian Car Demurrage Rules by providing that delays beyond free periods allowed for any two or more purposes under the rule shall be aggregated and charged for in accordance with rule 9, unless reconsignment effects actual transfer of ownership of the goods, in which case the charge against the new consignee for delay beyond the free unloading period shall begin with the lowest toll.

Authorization fixing the minimum carload weights of tan bark when carried under special commodity tariffs.

Provision that certain tariffs of the Pere Marquette, Canadian Pacific, Grand Trunk and Canadian Northern Railway Companies providing for the transportation of packing-house products, fresh meats, and other articles in peddler cars, be revised so as to include oleomargarine as packing-house products.

Authorization of certain amendments in the regulations for the transportation of explosives, by providing that dangerous explosives, for which a certified and placarded car is prescribed, must not be loaded higher than the car lining, and that when the loading of a car consists of or includes explosives, the weight of the loading should be distributed so that it will be equalized on each side of the car and over the tracks.

Re INCREASE IN FREIGHT AND PASSENGER RATES, CANADIAN RAILWAY COMPANIES.

In April, 1917, the railway companies subject to the jurisdiction of the Board, because of the increased costs of labour, equipment, coal and materials, which had added largely to the general expenses of operating railways, made application to the Board for authority to increase their freight and passenger rates 15 per cent, except on coal, on which a specific increase of 15 cents per ton was asked. The applications are commonly referred to as the 15 Per Cent Case.

The applications as originally filed were unaccompanied by notices to representative public bodies. Under the direction of the Board, notices were given. The following public hearings were held:—

At Victoria on June 5.
At Vancouver on June 6.
At Toronto on June 12.
At Nelson on June 16.
At Calgary on June 18.
At Edmonton on June 19.
At Montreal and Saskatoon on June 20.
At Regina on June 21.
At Winnipeg on June 22.
At Fort William on June 25.

At some points the application was opposed without qualification; at other points a qualified opposition was raised; while at others no objections were taken.

Judgment issued on the 26th December, 1917, dealing fully with the financial position of the companies and the enhanced cost of conducting transportation, and permitting the increases desired, with certain modifications, as set out in the judgment, the full text of which will be found under Appendix "C."

As a result of protests which were made by live stock shippers' associations, lumber shippers' associations, and grain shippers' associations, as well as the application of the Government of the province of Manitoba, for leave to appeal from the judgment herein, a sitting of the Board was held at Ottawa, on Thursday, the 10th of January, 1918, to consider these protests.

It was determined at the sitting to give leave to the Government of Manitoba to appeal on the questions of law, on which that Government desired to appeal to the Supreme Court of Canada. The other protests referred to were not disposed of.

The matter that the Board considered in connection with these protests was the effective date which should be given to the Board's judgment.

Judgment on these protests issued January 15, 1918, the 1st day of February being fixed as the date on which the various increases were to take effect. This judgment is given "in extenso" under Appendix "A."

The following General Order No. 212 was issued:—

"In the Matter of the applications of the Canadian Northern, Toronto, Hamilton and Buffalo, Grand Trunk, Grand Trunk Pacific, Canadian Pacific, New York Central, Kettle Valley, and Great Northern Railway Companies and the Michigan Central and Pere Marquette Railroad Companies, on behalf of themselves and other railway companies operating in Canada subject to the jurisdiction of the Board for a recommendation to the Governor in Council, under The War Measures Act, being chapter 2 of the Statutes of Canada for the year 1914 (second session), permitting all such railway companies to make a general advance in their tariffs of tolls of fifteen per cent on all class and commodity freight rates, except coal, and on all passenger fares; and a specific increase of fifteen cents per ton on coal.

File No. 27840.

"TUESDAY, the 15th day of January, A.D. 1918.

"Sir Henry L. Drayton, K.C., Chief Commissioner.
"D'Arcy Scott, Assistant Chief Commissioner.
"Hon. W. B. Nantel, Deputy Chief Commissioner.
"S. J. McLean, Commissioner.
"A. S. Goodeve, Commissioner.

"Upon hearing the matter at the sittings of the Board held in Victoria, Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Fort William, Toronto, Montreal and Ottawa on the 5th, 6th, 16th, 18th, 19th, 20th, 21st, 22nd, 25th, 12th and 20th days of June, 1917, and the 10th day of January, 1918, respectively, in the presence of counsel for and representatives of the Canadian Pacific, Grand Trunk, Grand Trunk Pacific, Canadian Northern, and New York Central Railway Companies, the Michigan Central Railroad Company, the Boards of Trade of Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Toronto, Montreal, and Kitchener, the Canadian Manufacturers' Association, Kitchener Manufacturers' Association, British Columbia Lumber and Shingle Manufacturers, Limited, Wholesale Lumbermen's Association of Winnipeg, Rat Portage Lumber Company, Limited, the Adolph Lumber Company, Retail Coal Dealers, Retail Merchants Association of Canada (Manitoba branch), Canadian Credit Men's Association, Winnipeg Implement Association, Stone Dealers' Association, St. Catharines Fruit Growers' Association, Willow Point District Fruit Growers' Association, Koot-

enay Fruit Growers' Union, United Farmers of the West, United Farmers of Ontario, Saskatchewan Grain Growers' Association, Northwest Grain Dealers' Association, Winnipeg Grain Exchange, Saskatoon Co-operative Elevator Company, Dominion Livestock Record Board, Western Livestock Association, Canadian Council of Agriculture, Council of Trail, City of Winnipeg, Province of Manitoba, Department of Public Highways for Ontario, Associated Boards of Trade of Eastern British Columbia, Dominion Canners, Price Brothers, and J. H. Ashdown & Company, the evidence adduced, and what was alleged; and upon reading the written submissions filed, judgments dated December 26, 1917, and January 15, 1918, were delivered by the Chief Commissioner and concurred in by the members of the Board who sat in the original hearings, certified copies of the said judgments, marked 'A' and 'B' respectively being attached hereto; and General Order No. 213, dated December 26, 1917, prescribing the standard maximum mileage tolls under the terms of the judgment of December 26, 1917, having issued,—

"*It is ordered:* That, subject to the provisions of the Crow's Nest Pass agreement and the said judgment of December 26, 1917, which is hereby made part of this Order, the special freight tariffs issued under the authority of the judgment, except those applying on wheat, in carloads, to Port Arthur and Fort William, be, and they are hereby required to be published and filed at least five days previous to the date on which they are to become effective, which date shall not be earlier than February 1, 1918.

"*And it is further ordered:* That the rates authorized by the judgment to be charged on wheat, in carloads, to Port Arthur and Fort William only, may be made effective not earlier than June 1, 1918.

H. L. DRAYTON,
Chief Commissioner.

The Privy Council of Canada in this connection issued the following Orders in Council, namely, P.C. 229 and P.C. 632:—

"P.C. 229

"AT THE GOVERNMENT HOUSE AT OTTAWA.

"WEDNESDAY, the 30th day of January, 1918.

PRESENT:

"HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

"His Excellency the Governor General in Council, pursuant to the provisions of section 56 of the Railway Act, chapter 37, Revised Statutes of Canada, 1906, having had under consideration the petitions from the Government of the province of Manitoba, the Winnipeg Board of Trade (shipping section), the Western Retail Lumbermen's Association of Winnipeg, and others, appealing from the Order of the Board of Railway Commissioners for Canada, dated the 26th day of December, 1917, providing for a general advance in freight and passenger rates; and after hearing counsel for the petitioners and others, is pleased to direct that the further hearing of the appeal be adjourned until Friday the 1st day of March, 1918, at 11 o'clock a.m.; that those who are supporting the appeal shall file their case in the Privy Council office, in printed form, and also serve it upon those who are opposing the appeal, on or before the 8th day of February, 1918; that those who are opposing the appeal shall file and

serve their reply on or before the 18th day of February, 1918, and that those who are supporting the appeal shall be allowed to file and serve a rejoinder, all in printed form, on or before the 28th day of February, 1918. The hearing shall then be continued on the 1st day of March, 1918.

"His Excellency is further pleased to declare it to be open to all interested parties to file separate cases if they desire to do so, or if they see fit, to join in the presentation of one case.

"If they see fit, however, to file separate cases it is most advisable that they should get into consultation with each other in order that there may not be repetition. It is desirable both in the interest of those who are supporting the appeal, and particularly of those who are to go over this case, that repetition be avoided.

"His Excellency the Governor General in Council is further pleased to order and doth hereby order that the operation of the rates which under the order appealed from would otherwise come into force on the first day of February, 1918, be postponed until the fifteenth day of March, 1918.

"Whereof the Board of Railway Commissioners for Canada, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

"Certified copies hereof shall forthwith be transmitted to the Board of Railway Commissioners for Canada, to counsel for the petitioners and other interested parties.

F. K. BENNETTS,
Assistant Clerk of the Privy Council."

"P.C. 632.

"AT THE GOVERNMENT HOUSE AT OTTAWA.

"THURSDAY the 14th day of March, 1918.

PRESENT:

"HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

"His Excellency the Governor General in Council, pursuant to the provisions of section 56 of the Railway Act, chapter 37, Revised Statutes of Canada, 1906, has had under consideration the petitions referred to in the Order in Council P.C. 229, of the 30th January, 1918, and other petitions appealing from the order of the Board of Railway Commissioners for Canada, dated 26th day of December, 1917, providing for a general advance in freight and passenger rates, and has heard counsel for the petitioners and others, and has heard a further argument advanced at the adjourned hearing of such appeal on the 1st day of March, 1918, and has considered all cases filed and all replies and rejoinders, and is pleased to Order that the said Order of the Board of Railway Commissioners be amended, and the same is hereby amended, by providing that the same shall cease to operate one year after the declaration of peace following the present war.

"His Excellency the Governor General in Council is further pleased to order that the going into effect of the said order of the Board of Railway Commissioners, as herein amended, be not further postponed.

"Whereof the Board of Railway Commissioners for Canada and all other persons whom it may concern are to take notice and govern themselves accordingly.

"Certified copies hereof shall forthwith be transmitted to the Board of Railway Commissioners for Canada, to counsel for the petitioners and other interested parties.

RODOLPHE BOUDREAU,
Clerk of the Privy Council.

CARRIERS—DISCRETION.—BOARDS OF TRADE OF MONTREAL AND TORONTO AND CANADIAN MANUFACTURERS' ASSOCIATION V. CANADIAN FREIGHT ASSOCIATION.

Rail carriers engaged in the business of transportation via a rail and water route, in competition with an all-water route, may, in their discretion, meet water competition if they see fit, and may also determine the extent to which they shall meet it, and the Board cannot interfere with the tariff of tolls filed.

Blind River Board of Trade v. Grand Trunk, Canadian Pacific Ry. Northern Navigation and Dominion Transportation Cos., 15 Can. Ry. Cas. 146, followed.

The Board has no jurisdiction over the tolls charged or the division demanded by the different steamship companies operating boats on the St. Lawrence or Great Lakes, except that under section 333 (3) it has jurisdiction over the tolls on the steamships owned, operated and used by the respondent Canadian Pacific Railway Company.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated March 29, 1917, 21 Can. Ry. Cas.

LANDS—TAKING—CANADIAN PACIFIC RAILWAY COMPANY V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

There is a marked distinction between lands granted for right-of-way and other railway purposes and those granted as subsidies; the latter are in the same position as a cash bonus, and part of the remuneration for the building of the railway. The respondents should be ordered to pay their proportion of the cost of the land required for the construction of a transfer track.

Montreal Tramway and Montreal Park and Island Ry. Co. v. Lachine, Jacques Cartier & Maisonneuve Ry. Co., 50 S.C.R. 84 at p. 92, 19 Can. Ry. Cas. 122; South Ontario Pacific Ry. Co. v. Grand Trunk Ry. Co. (Junction Cut case), 20 Can. Ry. Cas. 152, followed.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, dated March 29, 1917, 21 Can. Ry. Cas.

TRAIN SERVICE—EAST GREENFIELD PARK V. MONTREAL & SOUTHERN COUNTIES RAILWAY COMPANY.

Suburban populations, usually dependent on electric railways for ingress and egress to and from large cities, should have a satisfactory train service.

Where no train stopped at Greenfield Park, a station on an electric railway (9.46 miles from Montreal) between 8.16 a.m. and 3.18 p.m. the Board ordered another train, passing at 10.15 a.m. for Montreal, to stop at Greenfield Park.

The facts are fully set out in the judgment of the Assistant Chief Commissioner dated March 29, 1917, 21 Can. Ry. Cas.

WEIGHTS—MINIMUM.—DOMINION MILLERS' ASSOCIATION, TORONTO BOARD OF TRADE AND MONTREAL CORN EXCHANGE V. CANADIAN FREIGHT ASSOCIATION.

The Board is not concerned with equalizing costs of production; its jurisdiction relates only to reasonableness of tolls.

Hudson Bay Mining Company v. Great Northern Railway Company, 16 Can. Ry. Cas. 254, at p. 259; Canadian Portland Cement Company v. Grand Trunk and Bay of Quinte Railway Companies, 9 Can. Ry. Cas. 209, at p. 211, followed.

In fixing a C.L. minimum, it is in the general interest to increase loading wherever reasonably possible and thereby increase the efficiency of the rolling stock.

In matters of classification and tolls established trade conditions or obligations, while not of necessity conclusive obstacles in the way of change, must be considered; it is a question of judgment what is a fair mean between the physical carrying power of the car and the public interest as affected thereby and the conditions under which business is carried on.

Western Retail Lumbermen's Association v. Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railway Companies, 20 Can. Ry. Cas. 165.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated March 30, 1917, 21 Can. Ry. Cas.

JURISDICTION—TELEPHONES.—JOLIETTE TELEPHONE COMPANY V. BELL TELEPHONE COMPANY.

The Board has jurisdiction to order connection and fix tolls for long distance business, but it has none in the case of connection for local business.

Bell Telephone Company v. Falkirk Telephone Company, 20 Can. Ry. Cas. 256, followed.

In the case of connecting telephone companies it is the duty of both companies to collect the full amount for long distance tolls and the company should not absorb its share of the through long distance toll.

Ernestown Rural Telephone Company v. Bell Telephone Company, 18 Can. Ry. Cas. 325, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 4, 1917, 21 Can. Ry. Cas.

AMERICAN COAL AND COKE COMPANY V. MICHIGAN CENTRAL RAILWAY COMPANY.

An application for a re-hearing in this case was refused and the Board's decision, 17 Can. Ry. Cas. 256, was affirmed.

The Board will not reconsider its former decision unless doubt has arisen in the minds of the Board as to the correctness of the first conclusion by reason of new matter advanced on an application to re-open or otherwise as to the soundness of the first conclusion, or when new evidence on a material issue can be presented.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated April 12, 1917, 21 Can. Ry. Cas.

TOLLS—DEMURRAGE.—TORONTO BOARD OF TRADE VS. CANADIAN FREIGHT ASSOCIATION.

Carriers are entitled to recover demurrage tolls for detention of equipment owing to delay in inspection of grain by Government officials, and the shipper has the right under the Canada Grain Act, 2 George V, chapter 27, section 71, to recover from the inspector for neglect or refusal to inspect.

The latter are liable to shippers under the Canada Grain Act, 2 George V, Chapter 27, section 71, for neglect or refusal to make such inspection.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, concurred in by Mr. Commissioner McLean, dated April 27, 1917, 22 Can. Ry. Cas.

PROVINCE OF MANITOBA V. CANADIAN PACIFIC RAILWAY COMPANY.

(Telephone Connection and Communication Case.)

The Board has no jurisdiction, under section 245 of the Railway Act, to compel a railway company to continue the maintenance of telephonic connection and communication between its stations and the telephone system, already installed, of the applicants.

The Board has no jurisdiction, under sections 284 and 317 of the Railway Act, to prevent the removal (at the instance of the municipalities within whose limits railway stations are situate) of telephones installed at such stations.

The "facilities clause," section 284 of the Railway Act, refers to physical transportation and physical accommodation on the railway.

Telephonic communication with a railway station to be acquainted with the movement of the pasenger or freight trains is not a facility which railway companies are required to furnish to the public under section 284.

Towns of Port Arthur and Fort William v. Bell Telephone and Canadian Pacific Railway Companies, 4 Can. Ry. Cas. 279, at p. 284; People's and Caledon Telephone Companies v. Grand Trunk and Canadian Pacific Railway Companies, 9 Can. Ry. Cas. 161, at p. 162, referred to.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated May 1, 1917, 21 Can. Ry. Cas.

TOLLS—ICING.—ONTARIO FRUIT GROWERS' ASSOCIATION AND PACKING HOUSE COMPANIES VS. CANADIAN FREIGHT ASSOCIATION.

Railway companies should not profit by shipments handled except as carriers. The tolls for in-transit icing of refrigerator cars should be made up on the basis of the average actual cost of the ice and the placing thereof upon the cars. Upon an analysis of the different cost factors the proposed increase in the icing tolls is not justified.

Ontario Fruit Growers' Association v. Canadian Pacific Railway Company (Canadian Freight Association) (Fruit Growers case) 3 Can. Ry. Cas. 430, at pp. 431-2, followed.

The tolls on salt in refrigerator cars, owing to the gradual development of its use in connection with the packing industry, have been treated as an incident of its refrigeration and it is claimed is properly included in the icing toll therefor. The carriers have justified the toll for salt over and above a toll for icing in the tariffs of tolls now in force.

Ontario Fruit Growers Association v. Canadian Pacific Railway Company (Canadian Freight Association) (Fruit Growers case), 3 Can. Ry. Cas. 430, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by the Chief Commissioner and Assistant Chief Commissioner, and dated May 23, 1917, 22 Can. Ry. Cas.

JURISDICTION—OPERATION.—CITY OF TORONTO VS. CANADIAN NORTHERN RAILWAY COMPANY.

(Don Valley Shunting Case.)

Unless it can be established that a railway company in carrying on its undertaking authorized by Parliament upon its own property, in a manner which is calculated to do as little harm to adjacent owners as possible, is not exercising as much care as it might, to lessen the noise of operation, the Board has no jurisdiction to interfere. It is not incumbent upon the Board to summon offending parties before the court of the province for violation of its own order and a municipal by-law regulating the omission of smoke from railway locomotives.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated May 31, 1917, 21 Can. Ry. Cas.

FARM CROSSING.—LUSTY VS. PERE MARQUETTE RAILWAY COMPANY.

A provision in a deed of lands taken for right of way by a railway company, that the consideration is to include full compensation and indemnity for all damage or

injury to the property by reason of the railway, does not constitute a relinquishment of the right to a farm crossing over the railway lands.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 21, 1917, 21 Can. Ry. Cas.

JURISDICTION—BRIDGE.—INTERNATIONAL BRIDGE & TERMINAL COMPANY V. CANADIAN NORTHERN RAILWAY COMPANY AND RUSSEL BROS.

Where a company is authorized by its charter to build a bridge and lay railway tracks upon it, but has no power to build a railway the Board has no jurisdiction to authorize it to build a branch line of railway under section 175, 3 Edward VII, chapter 58 (Railway Act, 1903).

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated August 1, 1917, 21 Can. Ry. Cas.

TOLLS—SWITCHING.—PREMIER COAL COMPANY V. CANADIAN FREIGHT ASSOCIATION.

This was an application for an order directing the respondent to abolish the toll charge of $2 per loaded car for switching more than 1,000 feet on the ground that it was inequitable and bore no relation to the services rendered.

The application was heard at Calgary, July 10, 1917.

The Board disallowed a toll of $2 for switching and spotting movements on spurs more than 1,000 feet in length of cars loaded with coal, without expressing any opinion on the general question of fixing a limit for free switching service.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, concurred in by the Chief Commissioner, dated September 26, 1917.

O'BRIEN BROS. V. CANADIAN PACIFIC RAILWAY COMPANY.

The mere acquisition of lands on both sides of a railway right of way does not *per se* give a right to a farm crossing. The original owner having lost his right to a crossing by conveying the lands on one side to another person, a subsequent owner purchasing the lands on both sides from different vendors does not thereby acquire a right to a farm crossing to connect them. The Board, however, has jurisdiction under section 253 to order a crossing, which it will exercise in a proper case and on proper terms.

See Grand Trunk Railway Company v. Therrien, 30 S.C.R., 485; Midland Railway Company v. Gribble (1895), 2 Ch. 129, 827.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated September 29, 1917, 21 Can. Ry. Cas.

TOLLS—UNJUST DISCRIMINATION.—DOMINION MILLERS' ASSOCIATION V. CANADIAN FREIGHT ASSOCIATION.

Application was made to the Board for an order directing the respondent association to charge the same milling-in-transit toll to western and eastern flour mills on the ground of unjust discrimination, and was heard at a sittings of the Board in Toronto, April 13, 1917.

Held that it is unjust discrimination to charge a higher milling-in-transit toll on the same commodity moving from different localities by different routes under similar circumstances and conditions to a common competing market.

Ontario and Manitoba Flour Mills v. Canadian Pacific Railway Company, 16 Can. Ry. Cas., 430, at p. 431, referred to.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Goodeve, and dated October 3, 1917, 22 Can. Ry. Cas.

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JURISDICTION—TOLLS—SOUTHERN ALBERTA HAY GROWERS V. CANADIAN PACIFIC RAILWAY COMPANY.

(Timothy Seed Case.)

The jurisdiction of the Board is confined to dealing with the reasonableness of tolls, and it is not its function to put in experimental tolls with a view to developing industry.

British Columbia News Company v. Express Freight Traffic Association, 13 Can. Ry. Cas. 176, at p. 178, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated October 5, 1917, 21 Can. Ry. Cas.

CITY OF HAMILTON V. GRAND TRUNK RAILWAY COMPANY.

(Burlington Beach Case.)

When respondent steam lines have been paralleled by electric lines, which have taken practically all the business, and ordering the respondent to give an increased service, might secure a better service from the electric line, such an order would not be justified in the public interest, where this could only be done at an unjustifiable cost and entail a continuing loss to the respondent.

A specific breach of an agreement must be shown to give the Board jurisdiction under 8 and 9 Edward VII, chapter 32, section 1.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, dated October 13, 1917, 21 Can. Ry. Cas.

JURISDICTION—TELEPHONE—NORTH LANCASTER EXCANGE V. BELL TELEPHONE COMPANY.

Two and three Edward VII, chapter 41, section 2, limits the Board's jurisdiction to direct the installation of a telephone service but gives the Board no power in regard to facilities such as it has in the case of railway companies.

Tinkess v. Bell Telephone Company, 20 Can. Ry. Cas. 249, at p. 255, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated November 2, 1917, 21 Can. Ry. Cas.

JURISDICTION—RAILWAY ON HIGHWAY.—CITY OF MONTREAL V. CANADIAN PACIFIC RAILWAY COMPANY.

(Longue Pointe Spur Case.)

In dismissing an application by a railway company to construct a spur on a highway, the Board has no jurisdiction to impose terms on the municipality concerned as to the use it should make of the highway in question. The Board's jurisdiction is confined to authorizing the construction and maintenance of the railway on the highway.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated December 4, 1917, 21 Can. Ry. Cas.

APPEALS FROM DECISIONS OF THE BOARD.

For the year ending March 31, 1918, there were two appeals made to the Governor in Council, and three appeals to the Supreme Court of Canada from the decisions of the Board.

With reference to the appeals to the Governor in Council, one was that of the corporation of the city of Hamilton against an Order of the Board, dated November 10, 1917, dismissing the application of the city for an Order directing the Grand Trunk Railway Company to restore the passenger train service on the north and northwestern

branch of the company's railway between the city of Hamilton and Burlington Beach and the town of Burlington, and the appeal is still pending.

The other appeal was that of the province of Manitoba, the Western Retail Lumbermen's Association, the United Farmers of Ontario, the Canadian Credit Men's Trust Association, the Shippers' Section of the Winnipeg Board of Trade, and the Canadian Council of Agriculture, against the decision of the Board allowing a general increase in freight and passenger rates as authorized by the Board's Order, dated December 26, 1917, and which appeal is still pending.

With reference to the appeals to the Supreme Court of Canada referred to, the first was that of the Grand Trunk Railway Company, on questions of law, from an Order of the Board, dated July 26, 1917, requiring the company upon the application of one Hubert Bourassa to reconstruct and provide at its own cost a crossing under its tracks as set out in the Order.

The second appeal was that of the Canadian Pacific Railway Company from an Order of the Board, dated August 3, 1917, made upon the application of the Department of Public Works of the province of Ontario, under section 237 of the Railway Act, for an Order directing the Canadian Pacific Railway Company to construct and maintain a public crossing over its right of way on the line between lots 8 and 9, concession 5, in the township of Kirkpatrick, in the district of Nipissing, province of Ontario. The appeal was made upon the following question of law, namely: "Whether upon the facts found by the Board, the title of the railway company is subject to a prior right reserved in the Crown to construct and maintain a public crossing over the railway company's right of way, as applied for by the Department of Public Works for the province of Ontario, herein." This appeal is still pending.

The third appeal was that of the Governor of the province of Manitoba and the J. H. Ashdown Hardware Company, Limited, against an Order of the Board, dated December 26, 1917, authorizing a general increase in freight and passenger rates as set forth therein, the appellants maintaining that the effect of the Order and the holding of the Board is that the Board is not limited by the agreement made between His Majesty the King, represented by the Executive Government of the province of Manitoba, and the Canadian Northern Railway Company by the Statutes of Manitoba, 1901, chapter 39, or by the Statutes of Canada, 1901, chapter 53, in its power to increase or authorize the increase in the tolls and rates to an amount exceeding the tolls established for the carriage of goods and passengers upon the lines of the Canadian Northern Railway Company referred to in the said agreements and statutes. This appeal is still pending.

ORDERS, GENERAL ORDERS AND CIRCULARS.

The total number of orders issued for the year ending March 31, 1918, was 1,118. The number of General Circulars issued by the Board, directed to all railway companies subject to its jurisdiction for the year was 9. The General Orders as distinguished from other Orders issued by the Board are those affecting all railway companies subject to the Board's jurisdiction. It will be noted that the number of General Orders issued by the Board for the year ending March 31, 1918, was 16, as compared with 22 for the previous year.

A list of the General Orders and Circulars for the year ending March 31, 1918, will be found compiled under Appendix "F" to this report.

JUDGMENTS OF THE BOARD.

A summary of the principal judgments of the Board delivered between the 1st of April, 1917, and the 31st of March, 1918, will be found under Appendix "A."

APPLICATIONS TO THE BOARD.

The total number of applications, including informal complaints made to the Board, for the year ending March 31, 1918, was 3,611.

TRAFFIC DEPARTMENT OF THE BOARD.

In the Traffic Department of the Board the number of tariffs received and filed for the year ending March 31, 1918, were as follows:—

Freight tariffs, including supplements	41,877
Passenger tariffs, including supplements	14,781
Express tariffs, including supplements	2,856
Telephone tariffs, including supplements	4,388
Sleeping and parlour car tariffs, including supplements	142
Telegraph tariffs and supplements	12

This makes a total of 64,056 for the year, as compared with a previous total for the year ending March 31, 1917, of 67,628. The total number of tariffs filed from February 1, 1904, to March 31, 1918, was 784,656.

The details in regard to the tariffs will be found under Appendix "B" to this report.

ENGINEERING DEPARTMENT OF THE BOARD.

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending March 31, 1918, number 217, and cover inspections for the opening of a railway for the carriage of traffic, pursuant to the requirements of section 261 of the Railway Act, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department of the Board.

OPERATING DEPARTMENT OF THE BOARD.

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station service performed by the railway companies.

Under Appendix "C" will be found a detailed report of the Chief Operating Officer of the department.

ACCIDENTS AND ACCIDENT INVESTIGATIONS.

On reference to the report of the Board's Chief Operating Officer it will be seen from the comparative statement of killed and injured that the number of accidents among passengers carried and employees, as compared with the year 1916-17, shows a marked decrease with regard to the number killed, but a marked increase with regard to the number injured; and with regard to trespassers, a marked decrease in the number killed and an increase in the number injured. The figures given show that the number of passengers killed and injured for the year ending March 31, 1917, was 296, and for the year ending March 31, 1918, 364, an increase of 68. The total number of employees killed and injured for the year 1916-17 was 1,329 and for the year 1917-18, 1,357, an increase of 26. In this connection it will be noted, by reference to the table given below, that the total number of passengers carried on railways shows a decided increase, and the number of employees with railways also a marked increase, and these facts must be taken in connection with the increase in the total number of killed and injured.

Attention is again directed to the comparative statements of the Chief Operating Officer setting forth in detail the situation as regards highway crossing accidents during the past five years, and it will be observed therefrom that there has been a total of 621 accidents covering 180 persons killed, and 566 persons injured. There have been 158 accidents at protected crossings covering 71 persons killed and 140 persons injured, and at unprotected crossings there have been 463 accidents covering 209 killed and 426 injured.

In the year 1917-18 there were 48 automobile accidents at highway crossings, in which 31 persons were killed and 77 injured. Thirty-nine of these accidents occurred at unprotected crossings, when 26 persons were killed and 58 injured. While these figures show a considerable increase over the automobile accidents for the year 1916-17, which numbered 36 and in which 20 persons were killed and 54 injured, it is not possible, in the absence of definite statistics as to comparative volume of automobile traffic, to make an accurate comparison with previous years. This matter, it may be stated, is receiving every consideration at the hands of the Board as to the best method of protection at highway crossings where the same are used extensively by automobiles.

As has been pointed out in previous reports, there are many instances where the public disregard is evidenced in respect to protective appliances, by persons crawling under gates or going around them, or disregarding the alarm given by automatic signal bells.

The following is a table giving comparisons between the total number of passengers carried by the railway companies, the number of passengers killed and injured, and the same information as to employees, and as to trespassers, showing the number of trespassers killed and the relative percentage thereof to the total number of persons killed for the year. The figures giving the total number of passengers and employees carried are for the year ending June 30, 1917, the last figures available, and are taken from the railway statistics of the Dominion of Canada, published by the Department of Railways and Canals:—

Passengers—	
Number of passengers carried on railways	53,749,680
Number of passengers killed	22
Number of passengers injured	342
Employees—	
Number of employees with railways	146,175
Number of employees killed	137
Number of employees injured	1,220
Trespassers—	
Number of trespassers killed	93
per cent of trespassers killed to total of 252.	

It will be noted that of what may be termed preventable loss there were 93 killed under the heading of trespassers, and 64 injured. This is a reduction of 36 in the number killed and 15 in the number injured from the year 1916-17.

The following table shows the totals by provinces as regards trespassers killed and injured for the year ending March 31, 1918:—

Provinces.	Killed.	Injured.
Ontario	52	29
Quebec	20	20
Manitoba	2	2
Saskatchewan	6	3
Alberta	5	4
British Columbia	5	2
Nova Scotia	2	2
New Brunswick	1	1
Yukon	....	....
	93	63

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FIRE INSPECTION DEPARTMENT OF THE BOARD.

The railway fire inspection work has been carried on, as in former years, in co-operation with the various Dominion and provincial fire-protective organizations. During the past year 78 employees of such organizations were under appointment as local officers of the Board, in connection with the administration of the various regulations contained in General Order No. 107.

Special fire patrol letters were issued to the following railway companies in connection with fire patrols in forest sections: Algoma Central and Hudson Bay; Esquimalt and Nanaimo; Canadian Northern; Canadian Northern Pacific; Canadian Pacific; Edmonton, Dunvegan and British Columbia; Grand Trunk; Grand Trunk Pacific; Great Northern; Kettle Valley; Temiscouata; Victoria and Sidney; Western Canada Power. Supplementing the special patrol measures, instructions relative to the reporting and extinguishing of fires have been issued by the various railway companies to sectionmen and other regular employees, with excellent results.

In co-operation with the Operating Department of the Board, many inspections were made of fire protective appliances on locomotives operating in forested territory.

The fire guard requirements issued in 1917 were closely similar to those prescribed the previous year. Authority was granted the Canadian Pacific, Grand Trunk Pacific and Canadian Northern railways to handle the fire guarding of wild lands on the more northerly lines in the Prairie Provinces, on the basis of an eight-foot ploughed strip instead of a sixteen-foot ploughed strip, provided special attention was given to the burning of dry grass and weeds between the fire guard and the track. Under the fire guard requirements, 10,994.26 miles of fire guards were constructed in the Prairie Provinces by the Canadian Pacific, Canadian Northern, Edmonton, Dunvegan and British Columbia, Grand Trunk Pacific, and Great Northern Railways.

In forest sections, 843 fires were reported as being directly attributable to railway causes, out of a total of 1,097 fires originating within 300 feet of the track, along lines subject to the Board's jurisdiction. This is an increase of 455 fires from the figures for fires attributable to railways for 1916. The fires definitely attributable to railway causes thus represent 76.84 per cent of the total, 7.84 per cent being ascribed to known causes other than railways, and 15.32 per cent to unknown causes. Of the fires chargeable to railway causes, 240 fires or 28.46 per cent, are incipient fires which did no damage; 603 fires, or 71.54 per cent are larger fires which burned over 27,263 acres valued at $25,819. The total damage from all fires is estimated at $105,668. Of this, the railways are charged with 24.43 per cent, known causes other than railway fires 12.88 per cent, and unknown fires 62.69 per cent. Thus, on all lines subject to the jurisdiction of the Board throughout Canada, the fires in forest sections definitely attributable to railway agencies did damage amounting to only $25,819. By far the greatest portion of the damage by fires originating within 300 feet of railway tracks in forest sections was due to fires of unknown origin; of these, undoubtedly a portion were due to railway causes.

ROUTINE WORK OF THE BOARD.

RECORD DEPARTMENT.

Since the publication of the last annual report there has been no change in connection with the clerical staff of this department.

Below is given a table setting forth the number of applications, filings and letters received during the year ending March 31, 1918, together with the number of orders issued:—

Number of applications made	3,611
Number of filings received during the year	37,270
Number of outgoing letters during the year	36,310
Number of orders issued during the year	1,118

STATEMENT showing the Application made to the Board under the various sections of the Railway Act, for the fiscal year ending March 31, 1918.

Sections of Railway Act.	1917.									1918.			
	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	
Rescinding of Orders, Sec. 29..	1	3	6	3	7	6	2	8	8	6	3	9	62
Rules and Regulations, Sec. 30, 269, 307, 313..			1									1	2
Extension of time, Sec. 50.	4	8	4	4	16	8	6	7	3	4		3	67
Location of line, Sec. 157, 168..			1		1	1	2	2	1	1	1		10
Railway as constructed, Sec. 164		2	3	1	9		3	7	3	2	1	1	32
Deviation of line, Sec. 167..	1		5	1	1	1	4	1	1			1	16
Mines and Minerals, Sec. 169, 171..		1				1					1		3
Expropriation of lands, Sec. 172, 191	2			1	2	3	2	1		4			15
Appeals for Orders of the Board, Sec. 56...					1	1			1	3	1		7
Compensation for damages, Sec. 194, 214..				1									1
Branch Lines, Sec. 222, 226	19	16	23	29	25	18	23	22	20	24	15	12	246
Railway Crossings and Junctions, Sec. 227, 229..	4	4	6		1	2	2	1	3	1		1	25
Interlocking Appliances, Sec. 227.	1	1	1	2	1	1	3	2		1	1		14
Highway Crossings, Sec. 235, 243..	14	12	17	21	16	12	14	11	4	6	5	15	147
Highway Diversion, Sec. 237...		3	1	3	3	1	5	3	6	2	3	3	33
Protection at Crossings, Sec. 243	3	8		12	8	16	7	11	7	10	9	7	98
Telegraph and Telephone Connections, Sec. 244.		1	1	1							1	1	4
Telephone Wire Crossings, Sec. 246.				1		1	1		1				4
Power Wire Crossings, Sec. 246....			1		1	1	1				1	4	9
Telephone Agreements, Sec. 248.	7	5	4	8	7	2	6	4	3	4	5	2	58
Canals, Ditches, etc., Sec. 249...									1				1
Water Pipes, Sec. 250				3				2					5
Sewers, Sec. 250	1	1			1	2	1		3	1			10
Culverts, Sec. 250..	1	1		1	1	3	2	5			1	1	16
Farm Crossings, Sec. 253, 252	3		2	4	2	1		3		1	1		17
Protection at Farm Crossings.											1		1
Cattleguards, Sec. 254, 255...		1										1	2
Fencing of right of way, Sec. 254		5	3	6		2		1		4	3		24
Construction, Navigable Waters, Sec. 233...	1							1	1				3
Bridges, Sec. 257...	4	6	6	4	7	7	5	5	5	3	2	3	57
Tunnels, Sec. 257...		2				1						2	5
Stations, Sec. 258	8	7	7	1	10	6	5	4	1			2	51
Condition of Stations, Sec. 258				1							2	4	7
Station accommodation and Agents.	13	16	16	11	6	2	13	10	4	6	1	12	110
Condition of Round Houses..				1			2					2	5
Opening of Railway, Sec. 261...	1	2	2	1	1			2	1	1		1	12
Condition of Railway, Sec. 262..	2	9	7	4	3	7	11	4	3	2	1	7	60

Rolling Stock, Sec. 264, 268	4	3		3	2	2		2	1	3	2	1	23
Train Service	9	7	5	6	4	3	2	1	5	12	5	17	76
Working of trains, Sec. 269	2	1	1	4	1	1	6	1	4	2	1	2	26
Obstruction to Traffic, Sec. 279			3		1			1			3		8
Accommodation for Traffic, Sec. 284	8	4	8	7	8	5	3	8	12	14	13	12	102
Packing of frogs, Sec. 285									1				1
Accident reports, Sec. 292	40	24	11	3	21	46	31	18	26	14	16	36	288
By-Laws *re* Tolls, Sec. 314	2	1			1	3	1					2	10
Interswitching, Sec. 317, 334		2		1		4	1			1		3	12
Freight Classification, Sec. 321	3	4		1		1	1	5	1	2	1	1	20
Forms of Tariffs, Sec. 322, 359		1	2										3
Disallowance of Tariffs, Sec. 323	1	4		2		1	2	3	3	1	2		19
Standard Freight Tariffs, Sec. 327			2			2	1	1	1	5		1	13
Standard Passenger Tariffs, Sec. 331	1					1	1		2	3		1	9
Local Freight Tariffs				1									1
International rates				1									1
Adjustment in rates	2		3	1	1	1	9	4	2	2		1	26
Special Tariffs, Sec. 229, 332	2	1		2	1	1		2		2	1	4	16
Joint Tariffs, Sec. 535			1								2		3
Provisions for carriage, Sec. 340, 342	2	6	1	1	2	1	4	2	1		1	5	24
Discrimination in express rates, Sec. 348					1								1
Express Tolls, Sec. 348, 354		1	1		1			1				2	6
Carriage by express, Sec. 352	1	1		3	1	1	2	2		4	1	1	17
Telephone Tolls, Sec. 355, 360				1					1				2
Amalgamation Agreements, Sec. 361, 363							2						2
Traffic Agreements, Sec. 364									1		1		2
Enquiries	11	15	14	10	9	8	10	8	8	14	17	28	146
Requests						1	2	6		4		2	16
Informal Complaints	147	148	121	100	86	72	105	123	84	134	128	120	1,368
Miscellaneous	7	14	3	10	9	5	18	10	6	22	15	18	152
Totals	332	351	293	284	279	265	316	315	239	324	269	344	3,611

OTTAWA, April 18, 1918.

(Signed) F. R. DEMERS,
Statistical Clerk.

APPENDIX A.

PRINCIPAL JUDGMENTS OF THE BOARD.

LANDS—TAKING—CANADIAN PACIFIC RAILWAY COMPANY V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

There is a marked distinction between lands granted for right-of-way and other railway purposes and those granted as subsidies; the latter are in the same position as a cash bonus, and part of the remuneration for the building of the railway. The respondent should be ordered to pay their proportion of the cost of the land required for the construction of a transfer track.

Montral Tramway and Montreal Park and Island Railway Company v. Lachine, Jacques Cartier and Maisonneuve Railway Company, 50 S.C.R., 84 at p. 92, 19 Can. Ry. Cas., 122; South Ontario Pacific Ry. Co. v. Grand Trunk Ry. Co. (Junction Cut case), 20 Can. Ry. Cas., 152, followed.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, dated March 29, 1917, *21 Can. Ry. Cas., 95.*

CANADIAN PACIFIC RAILWAY COMPANY AND SPANISH RIVER PULP AND PAPER MILLS V. ALGOMA EASTERN RAILWAY COMPANY.

The Board is not bound, nor may the provisions of the Railway Act be defeated, by an agreement between two railway companies respecting tolls.

A provision in an agreement made in 1901 between two railway companies, whereby the former, in consideration of the latter undertaking to build a spur from its line to a pulp mill, agreed to build a connection between the two lines and switch loaded and empty cars for the latter company at $1.50 per loaded car, was abrogated by the Board in 1917, the tolls being found unremunerative, and the regular interswitching charge of 1 cent per 100 pounds applied under the General Interswitching Order No. 4988.

Crow's Nest Pass Coal Company v. Canadian Pacific Railway Company, 8 Can. Ry. Cas., 33; Lake Superior Paper Co. v. Algoma Central and Hudson Bay Ry. Co., 22 Can. Ry. Cas., 361, followed. *Village of Fergus v. Grand Trunk Ry. Co., 18 Can. Ry. Cas., 42,* distinguished.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, April 3, 1917. *22 Can. Ry. Cas., 881.*

JURISDICTION—TELEPHONES—JOLIETTE TELEPHONE COMPANY V. BELL TELEPHONE COMPANY.

The Board has jurisdiction to order connection and fix tolls for long-distance business but it has none in the case of connection for local business.

Belt Telephone Company v. Falkirk Telephone Company, 20 Can. Ry. Cas., 256, followed.

In the case of connecting telephone companies it is the duty of both companies to collect the full amount for long-distance tolls and the company should not absorb its share of the through long-distance toll.

Ernestown Rural Telephone Company v. Bell Telephone Company, 18 Can. Ry Cas., 325, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated April 4, 1917. *21 Can. Ry. Cas., 443.*

SESSIONAL PAPER No. 20c

Re LYNN ROAD AND SIDE ROADS CROSSING GRAND TRUNK RAILWAY NEAR BROCKVILLE, ONT.

This matter was the subject of investigation by the Board in view of an accident at the Lynn Road crossing of the G.T.R. near the town of Brockville, Ont., resulting in death. It appeared that the Lynn road was one of the most important highways in the united counties leading into the town of Brockville. It further appeared from the evidence that the Board on May 1, 1916, made an Order requiring the company to protect the crossing by an electric bell, but that on July 15, 1916, application was made on behalf of the township of Elizabethtown for a subway at the crossing, it being submitted that the bell was not sufficient protection.

Held, Assistant Chief Commissioner Scott in his judgment, April 5, 1917, concurred in by Chief Commissioner Drayton and Commissioner Goodeve, that the diversion of the three highways at the point in question, and the construction of a subway, should be ordered, and the cost of the work divided among the township of Elizabethtown, the corporation of counties of Leeds and Grenville, the railway company, and the Railway Grade Crossing Fund; the work on the subway to be done by the G.T.R. Company and the diversions of the highways to be done by the two municipal councils as they should agree, and in the event of disagreement, the matter to be determined by the Board.

PROPOSED INCREASE IN RAIL AND LAKE RATES FROM POINTS IN WESTERN CANADA.

The Canadian Freight Association having filed with the Board Tariff No. 2 of class rates, which is C.R.C. No. 1 and C.F.A. Tariff No. 3, of commodity rates which is C.R.C. No. 2, issued respectively March 19 and 20, 1917, both effective April 23, 1917, protests against the tariff were received from a number of Boards of Trade of western cities and the Prairie Provinces' branch of the Canadian Manufacturers' Association, and the Board was asked to suspend the tariff until the railway companies had justified the proposed increase.

Held Assistant Chief Commissioner Scott in his judgment, April 7, 1917, concurred in by Commissioners McLean and Goodeve, that C.F.A. Tariffs C.R.C. Nos. 1 and 2, should be suspended, and that if the railway companies are inconvenienced by the suspension of the tariffs that it was entirely due to their own tardiness in the filing thereof with the Board.

Subsequently the matter was further considered at a hearing of the Board, when it was held that tolls reduced by a railway company to meet water competition may at the discretion of rail carrier, be brought up more closely to the normal level when water competition becomes less effective.

Dominion Millers' Association v. Grand Trunk and Canadian Pacific Ry. Cos., 12 Can. Ry. Cas., 363, at p. 368; "in re" Western Tolls (Western Freight Rates Case), 17 Can. Ry. Cas., 123, at pp. 123, 124, 159, 166, followed. Canadian Oil Cos. v. Grand Trunk, Canadian Pacific and Canadian Northern Ry. Cos., 12 Can. Ry. Cas., 350, at p. 351. Blind River Board of Trade v. Grand Trunk, Canadian Pacific Ry., Northern Navigation and Dominion Transportation Cos., 15 Can. Ry. Cas., 146. Boards of Trade of Montreal and Toronto and Canadian Manufacturers' Association v. Canadian Freight Association.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott, November 6. 1917. *22 Can. Ry. Cas., 324.*

Re APPLICATION OF CANADIAN NORTHERN RAILWAY COMPANY, UNDER SECTION 257 OF THE RAILWAY ACT.

This was an application of the Canadian Northern Railway Company, under section 257 of the Railway Act, for approval of the plans showing a new subway at Water street, in the city of Winnipeg, province of Manitoba.

It appeared from the evidence that the Canadian Northern Railway Company, in 1908, constructed a subway to carry Water street, in the city of Winnipeg, under its tracks leading from its bridge over the Red river to its Winnipeg terminals, and that the plans for this subway were duly approved by the Board under Order dated June 7, 1905. The railway company now seeks approval of detail plans showing a change in the subway by the construction of a new structure crossing the highway some distance south of the present structure.

Held, Assistant Chief Commissioner Scott in his judgment, April 11, 1917, concurred in by Commissioner McLean, that it would not be safe to lower the grade at the west end of the Provencher Avenue bridge. Held further that the city of Winnipeg should proceed with the construction of its new bridge with a 5 per cent approach from the west; but that the railway company's application for approval of its detail plans should be refused and that the Board's Order No. 9292 should be amended by making it clear that the approval of the Board was to the layout of the station grounds and not to the freight track over Water street.

Held, further, by Commissioner McLean, in his memorandum attached to the judgment, that Order No. 9292 was made in misapprehension of the scope of what was covered by the bylaw and the agreement implementing it.

Re APPLICATION OF CANADIAN FREIGHT ASSOCIATION FOR APPROVAL OF PROPOSED CANADIAN FREIGHT CLASSIFICATION NO. 17.

The Board was asked by the parties representing both the railway companies and the shipping interests to make some announcement as to what procedure it would follow in connection with the application of the Canadian Freight Association for approval of proposed Canadian Freight Classification No. 17.

Held, Assistant Chief Commissioner Scott in his judgment, April 21, 1917, concurred in by Chief Commissioner Drayton and Commissioner McLean, that there was no present necessity for the Board to deal with the matter of further procedure but that after certain hearings scheduled to take place in the western provinces, a further discussion might be had.

Re DEMURRAGE RULES.

The Canadian Car Service Bureau submitted to the Board a new code of demurrage rules for approval, and at the same time asked that the provisions of General Order No. 174, effective January 1 to April 30, 1917, be continued in force pending the approval of the new rules.

Held, Chief Commissioner Drayton in his judgment, April 24, 1917, that General Order No. 174 was a temporary Order, and that under the circumstances it could not be renewed or further changes in the Order made, without the submission of necessary evidence and a necessary hearing or hearings.

TORONTO BOARD OF TRADE V. CANADIAN FREIGHT ASSOCIATION.

Carriers are entitled to recover demurrage tolls for detention of equipment owing to delay in inspection of grain by Government officials, and the shipper has the right under the Canada Grain Act, 2 George V, chapter 27, section 71, to recover from the inspector for neglect or refusal to inspect.

The latter are liable to shippers under the Canada Grain Act, 2 George V, chapter 27, section 71, for neglect or refusal to make such inspection.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, April 27, 1917. *22 Can. Ry. Cas., 93.*

MACE AND CITY OF OTTAWA V. BELL TELEPHONE COMPANY.

An agreement between a municipality and a telephone company fixing the maximum tolls to be charged for a residence or business telephone does not prevent the telephone company, subject to the provisions of the Railway Act, from filing its tariff of tolls with the Board covering the tolls to be charged for other forms of telephone service, such as semi-public, and giving such service to the public.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, April 27, 1917, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Goodeve. *23 Can. Ry. Cas., 137.*

Re CANADIAN PACIFIC RAILWAY ADDITIONAL TRACKING, NORTH TORONTO STATION EASTERLY.

It appeared that in order to accommodate its increased business the Canadian Pacific Railway Company desired to double track its main line from its North Toronto station easterly to a point a few hundred feet east of Leaside Junction, and that the company desired to build bridges over the ravines on the north side of their existing bridges.

Held, Assistant Chief Commissioner Scott in his judgment, April 27, 1917, concurred in by Commissioners McLean and Goodeve, that permission be granted to the company in accordance with its application, the company to file detail plans to provide for openings through its bridges in the ravines affected.

TOLLS DEMURRAGE—TORONTO BOARD OF TRADE V. CANADIAN FREIGHT ASSOCIATION.

Carriers are entitled to recover demurrage tolls for detention of equipment owing to delay in inspection of grain by Government officials, and the shipper has the right under the Canada Grain Act, 2 George V, chapter 27, section 71, to recover from the inspector for neglect or refusal to inspect.

The latter are liable to shippers under the Canada Grain Act, 2 George V, chapter 27, section 71, for neglect or refusal to make such inspection.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, concurred in by Mr. Commissioner McLean, dated April 27, 1917. *22 Canadian Railway Case 93.*

CITY OF BRANTFORD AND TOWNSHIPS OF BRANTFORD AND SOUTH DUMFRIES V. GRAND TRUNK RAILWAY COMPANY.

A municipality and a railway company by agreement (ratified by by-law) closed a portion of a highway, except for foot traffic. More than ten years after the highway was closed the municipality, alleging an improvident bargain, applied to the Board for an order requiring the respondent to construct a vehicular and pedestrian subway under the railway at the closed portion of the highway. The Board ordered the railway company to contribute 60 per cent of the cost of the pedestrian subway, after allowing a 20 per cent contribution out of the Railway Grade Crossing Fund, but held that as to vehicular traffic the agreement must stand and that if the city wished to construct a vehicular subway, the contribution of the respondent should not be increased.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, April 30, 1917, concurred in by Commissioners McLean and Goodeve. *23 Can. Ry. Cas., 7.*

9 GEORGE V, A. 1919

PROVINCE OF MANITOBA V. CANADIAN PACIFIC RAILWAY COMPANY.

(Telephone Connection and Communication Case.)

The Board has no jurisdiction under section 245 of the Railway Act to compel a railway company to continue the maintenance of telephonic connection and communication between its stations and the telephone system, already installed, of the applicants.

The Board has no jurisdiction under sections 284 and 317 of the Railway Act to prevent the removal (at the instance of the municipalities within whose limits railway stations are situate) of telephones installed at such stations.

The "facilities clause," section 284 of the Railway Act, refers to physical transportation and physical accommodation on the railway.

Telephonic communication with a railway station to be acquainted with the movement of the passenger or freight trains is not a facility which railway companies are required to furnish to the public under section 264.

Towns of Port Arthur and Fort William v. Bell Telephone and Canadian Pacific Ry. Cos., 4 Can. Ry. Cas., 279, at p. 284; People's and Caledon Telephone Cos. v. Grand Trunk and Canadian Pacific Ry. Cos., 9 Can. Ry. Cas., 161, at p. 162, referred to.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated May 1, 1917. *21 Can. Ry. Cas. 445.*

NEW BRUNSWICK VEGETABLE GROWERS V. CANADIAN PACIFIC AND TEMISCOUATA RAILWAY COMPANIES.

An increase in freight tolls on potatoes and turnips from points in New Brunswick to points in Ontario and Quebec was approved by the Board, with the exception that tolls west of Hamilton and Guelph should be reduced one cent upon the general basis of eighth-class under the classification tapered downwards for the shorter easterly haul from New Brunswick in comparison with the longer haul from the western provinces.

The facts are fully set out in the judgment of Mr. Commissioner McLean, May 2, 1917, concurred in by the Assistant Chief Commissioner. *23 Can. Ry. Cas., 128.*

CANADIAN PACIFIC RAILWAY COMPANY V. CITY OF MONTREAL AND MONTREAL TRAMWAYS COMPANY.

Under the senior and junior rule the highway being senior to the railway no part of the cost of reconstructing the bridge on the highway over the railway should be put upon the respondent city, but the respondent tramways company being junior to the railway, one-fourth of the cost of reconstruction to make the bridge strong enough to carry electric cars should be imposed upon it.

Toronto Railway Co. v. City of Toronto, and Canadian Pacific Ry. Co. (Avenue Road Subway Case), 53 S.C.R., 222, 20 Can. Ry. Cas., 280, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, May 2, 1917, concurred in by Mr. Commissioner McLean. *23 Can. Ry. Cas., 31.*

REGINA BOARD OF TRADE V. CANADIA PACIFIC RAILWAY COMPANY.

Carriers may in their discretion meet water competition by reducing tolls; they may also in their discretion restore tolls to a normal basis when water competition ceases.

Dominion Millers Association v. Grand Trunk and Canadian Pacific Ry. Cos., 12 Can. Ry. Cas., 363, at p. 368, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott, May 3, 1917. *22 Can. Ry. Cas., 315.*

MIDLAND RAILWAY COMPANY OF MANITOBA V. GRAND TRUNK PACIFIC RAILWAY COMPANY.

Ownership of a block of land and approval of a plan of railway located thereon do not give seniority at the place of crossing over another railway whose location plan was approved and line built prior to the construction of the first-mentioned railway upon a new location on another portion of the same block of land.

The Assistant Chief Commissioner, dissenting, was of opinion that the ownership of the land with the right to build a railway thereon gave seniority.

Canadian Northern Ry. Co. v. Canadian Pacific Ry. Co. (Kaiser Crossing Case), 7 Can. Ry. Cas., 297; Grand Trunk Pacific Ry. Co. v. Canadian Pacific Ry. Co. (Nokomis Crossing Case), 7 Can. Ry. Cas., 299; Canadian Northern Ry. Co. v. Canadian Pacific Ry. Co., 11 Can. Ry. Cas., 432; City of Edmonton v. Calgary and Edmonton Ry. Co., 16 Can. Ry. Cas., 420, at p. 423; affirmed, 53 S.C.R., 406, at p. 415, 22 Can. Ry. Cas., 182; South Ontario Pacific Ry. Co. v. Grand Trunk Ry. Co. (Junction Cut Case), 20 Can. Ry. Cas., 152, followed; Grand Trunk Ry. Co. v. United Counties Ry. Co. (St. Hyacinthe Crossing Case), 7 Can. Ry. Cas., 294; Eric and Ontario Ry. Co. v. Niagara, St. Catharines and Toronto Ry. Co., 18 Can. Ry. Cas., 29, distinguished.

The Board has jurisdiction to regulate the crossing of a provincial over a Dominion railway at the point of intersection.

Lake Erie and Northern Ry. Co. v. Brantford Street Ry. Co., 16 Can. Ry. Cas., 244, at p. 245; Attorney General for Alberta v. Attorney General for Canada (1915), A.C. 363, 19 Can. Ry. Cas., 153; City of London v. London Street Ry. Co., 19 Can. Ry. Cas., 436, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, May 3, 1917. *23 Can. Ry. Cas., 80.*

APPLICATION OF JAMES LYNCH FOR DAMAGES OR COMPENSATION FOR INJURY TO HIS PROPERTY IN CONNECTION WITH THE RAISING OF THE GRAND TRUNK RAILWAY COMPANY'S TRACKS ON PINNACLE STREET, BELLEVILLE, ONT.

The following complaint was made to the Board by property owner in connection with the raising of the Grand Trunk Railway Company's tracks on Pinnacle street, Belleville, Ont., when the Canadian Pacific and Canadian Northern Ontario Railway Companies' tracks were built into Belleville, namely:—

> "The Canadian Northern Ontario Railway Company constructed its line of railway through the city of Belleville, Ont. In so doing, the company crossed Front and Pinnacle streets and took a northerly part of a coal shed and yard belonging to James Lynch. Mr. Lynch's property extends from Front street easterly to Pinnacle street. The roadway of the said railway is several feet higher than the level of the said city streets. The Grand Trunk Railway Company has a railway line running along the said Pinnacle street and near to the easterly boundary of Mr. Lynch's property, which is part of lot No. 13A, on the west side of said Pinnacle street. On account of the construction across Pinnacle street of the Canadian Northern Ontario railway, the Grand Trunk Railway has raised its railway opposite to Mr. Lynch's property. Mr. Lynch claims that he is entitled to compensation for injury to his property which results through the foregoing railway construction."

In so far as the Grand Trunk Railway Company was concerned, the position taken by it was that any elevation of its tracks made on Pinnacle street was done

by the Canadian Northern Ontario and Canadian Pacific Railway Companies when their lines were carried across Pinnacle street. It was stated at the hearing that the effect of the embankment of the Canadian Northern Ontario Railway Company on Pinnacle street and the raising of the track of the Grand Trunk on Pinnacle street was that water runs into the coal shed and collects there and freezes; that the exit from the coal shed to Pinnacle street was alleged to have been altered so materially that its use had become less valuable.

Held, Commissioner McLean in his judgment, May 7, 1917, concurred in by Assistant Chief Commissioner Scott and Commissioner Goodeve, that the matters involved in the present application were before the arbitrators, who dealt with the matter of the taking by the Canadian Northern Ontario Railway Company of the lands of the complainant Lynch in their award dated March 25, 1914, and were considered by them, and that the Board, therefore, refused to take any action in the matter.

Re APPLICATION OF THE GRAND TRUNK RAILWAY COMPANY TO MOVE ITS DARLINGTON STATION.

It appeared that in or about the year 1905 the Grand Trunk Railway Company in order to improve the grades on its railway constructed a new line through a portion of the township of Darlington, some distance south of its existing line, and abandoned the old line; that Darlington station was situated on the portion of the abandoned line. The railway company informed the municipal council of the township of Darlington and the residents in the locality of the old Darlington station that it would establish a new Darlington station on the new portion of the railway, but that it required assistance from the municipality and the residents towards the construction of a suitable highway as an approach to the proposed station. This assistance was supplied, the highway built and the new Darlington station established at mileage 294·25. The Darlington station thus established did not prove remunerative to the company and the company applied to the Board for permission to move its station some distance west to mileage 296·35.

Held, Assistant Chief Commissioner Scott in his judgment, May 11, 1917, concurred in by Commissioner Goodeve, that the Grand Trunk Railway Company be granted leave to remove its station on condition that it first pay back all money supplied by any individuals towards the construction of the highway approach to the station; also that a further condition be imposed upon the company, that in the event of its station being moved it establish a flag station at the bridge which carries the first highway east of the present station over the railway tracks.

Re FREIGHT ACCOMMODATION, CANADIAN PACIFIC RAILWAY COMPANY'S STATION AT LESAGE, QUE.

Lesage is a flag station on the Mont Laurier branch of the Canadian Pacific Railway, and is about eight miles north of St. Jerome and about a mile south of Shawbridge, both St. Jerome and Shawbridge being agency stations.

After an inspection on the premises the Board's Inspector recommend that the freight shed at Lesage should be enlarged so that it be not less than 25 feet by 15 feet, inside measurements.

Held, Assistant Chief Commissioner Scott in his judgment, May 15, 1917, concurred in by Deputy Chief Commissioner Nantel, that the suggested arrangement of the Board's officer should be carried out and the additional accommodation furnished.

Held, Commissioner McLean, in dissenting judgment, that the increase in the size of the freight shed was premature.

Re WESTERN GRAIN CROP, 1916.

Representations were made to the Board, from time to time, as to the urgent necessity of having the movement of the western grain crop for the year 1916, expedited. It appeared that the movement of the crop had been unsatisfactorily delayed owing to a variety of causes, the chief among which being ocean transportation, railway congestion in Eastern Canada and the United States, and general shortage of rolling stock throughout the country. It further appeared that the district which suffered most was that known as the Goose Lake, and which hauls to the Saskatoon elevator.

In connection with the movement of grain the Board recognized that under the Act the duty of the respective railway companies lies in the first instance to the shippers on their respective lines.

Held, Chief Commissioner Drayton in his judgment, May 15, 1917, concurred in by Assistant Chief Commissioner Scott and Commissioners McLean and Goodeve, that an Order should issue upon similar lines to the Order issued a year ago, *see 21 Can. Ry. Cas. 38*, under which the Grand Trunk Pacific must, so long as it can continue to do so and so long as the emergency exists, supply cars at the rate of 75 per day, and the Canadian Pacific 50 per day, to the Canadian Northern at the transfer track at Saskatoon, these cars to be taken into the Goose Lake district by the Canadian Northern, loaded and returned to the Grand Trunk Pacific and Canadian Pacific on the same basis as that applicable last year.

CANADIAN MANUFACTURERS' ASSOCIATION V. CANADIAN FREIGHT ASSOCIATION.

Ice-cream cones should be given a C.L. rating of third-class with a minimum of 16,000 pounds.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, May 16, 1917, concurred in by the Deputy Chief Commissioner and Commissioners McLean and Goodeve. *23 Can. Ry. Cas., 48.*

In re "FOLLOW LOT" RULE NO. 3, CANADIAN FREIGHT CLASSIFICATION.

In this complaint there was involved the denial by the railway companies of the benefit of the "follow lot" rule of the Canadian Freight Classification in connection with the publication of the commodity rates authorized in the *Eastern Rates Case*, and in connection, also, with the westbound transcontinental commodity rates which were made effective September 20, 1916. These tariffs carry the following new rule: "Rule 3 of the Canadian Freight Classification No. 16 will not apply in connection with rates named herein," or words to the same effect.

The classification rule referred to dealing with the "follow lot" rule reads, in so far as it is material, as follows:—

> "When more than the minimum carload weight of freight classifying fifth-class or higher in carloads, and provided the classification minimum is not less than 20,000 pounds per car not exceeding 36 feet 6 inches in length, is shipped on the same day by one consignor, on one bill of lading, to one consignee at one destination, the established rate for a carload will apply on the entire consignment although it may be less than two or more full carloads, provided first car (or cars) is loaded to the classification minimum, in which event the balance shall be charged the carload rate, actual weight.
>
> "This rule will not apply on traffic any portion of which is loaded in refrigerator, tank, or on flat or gondola cars."

Held: Commissioner McLean in his judgment, May 18, 1917, concurred in by Assistant Chief Commissioner Scott, that Rule 3 should be amended as follows:—

(1) The words "provided first car (or cars) is loaded to the classification minimum" should be stricken out and replaced by the words "provided that such car, except the car carrying the excess, must be loaded to its visible or marked capacity."

(2) The words defining the classification minimum as being "not less than 20,000 pounds" should be stricken out and replaced by the words "not less than 24,000 pounds."

GRAND TRUNK RAILWAY COMPANY v. CITY OF HAMILTON.

A will devising a right of way to a certain class of individuals does not make a right of way, where it crosses a railway, a highway crossing; there being no evidence of the acceptance of a highway at that point by the municipality nor recognition of its existence by the railway company; the railway is senior to the highway at the point of crossing.

Village of Weston v. Grand Trunk and Canadian Pacific Ry. Cos. (Denison Avenue Crossing Case), 7 Can. Ry. Cas., 79; Town of St. Pierre v. Grand Trunk Ry. Co. (Simplex Avenue Crossing Case), 13 Can. Ry. Cas., 1; City of Montreal v. Canadian Pacific Ry. Co., 18 Can. Ry. Cas., 50, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner McLean and Mr. Commissioner Goodeve, May 22, 1917. *22 Can. Ry. Cas., 442.*

Re STATION ACCOMMODATION AT ENTERPRISE, CANADIAN PACIFIC RAILWAY COMPANY.

It appeared that when the Canadian Pacific Railway Company was building its Lake Shore line under the charter of the Campbellford, Lake Ontario and Western Railway Company, it secured the approval of a location of a station on lot 27, concession 8, township of Camden; that no station, platform, or other shipping facilities had been supplied by the company, and the township of Camden applied to the Board for an Order directing the company to build a suitable station at Enterprise, which was the name decided upon for the station by the company, and to install a regular agent.

Held, Assist Chief Commissioner Scott in his judgment, May 22, 1917, concurred in by Commissioner Goodeve, that from the estimates furnished of the probable business he was unable to say that the revenues of the company would amount to $15,000 a year, the minimum of revenue fixed by the Board when ordering the installation of an agent at a station in the western provinces.

Held, further, that the company should erect a platform 100 feet long with one of the company's No. 6 station, containing waiting room and freight shed, and erect a two-pen stockyard with loading pen and chute, and also provide a road leading to the team track wide enough for a wagon to turn upon.

Re LOCATION OF THE GRAND TRUNK RAILWAY COMPANY'S STATION AT ORILLIA.

It appeared that by an agreement, dated February 1, 1871, made between the Toronto, Simcoe & Muskoka Junction Ry. Co.— now the Northern division of the Grand Trunk—and the village of Orillia, the municipality gave a grant to the railway company of $12,500 and the railway company, among other things, agreed to erect and maintain a passenger and freight station upon grounds fronting on King street, on Gardner's survey, within the limits of the said corporation, with the centre line of the

station ground on the centre line of Peter street, produced south, and also the company should work and run the said railway, during the present year, from the said station in regular traffic connection with the town of Barrie and the city of Toronto. The station was actually established on the location fixed by the said agreement, but was subsequently abandoned.

Held, Assistant Chief Commissioner Scott in his judgment, May 23, 1917, concurred in by Commissioner Goodeve, that the Board could not fix the details of the layout at Orillia without giving the railway company an opportunity to submit further plans. Held further that the new passenger station should be located adjacent to the end of Peter street and that a plan showing the station as determined by the Board and the location of other facilities and tracks that will be most convenient, be filed with the Board.

TOOLS—ICING—ONTARIO FRUIT GROWERS' ASSOCIATION AND PACKING HOUSE COMPANIES V. CANADIAN FREIGHT ASSOCIATION.

Railway companies should not profit by shipments handled except as carriers. The tolls for in-transit icing of refrigerator cars should be made up on the basis of the average actual cost of the ice and the placing thereof upon the cars. Upon an analysis of the different cost factors the proposed increase in the icing tolls is not justified.

Ontario Fruit Growers' Association v. Canadian Pacific Ry. Co. (Canadian Freight Association) (Fruit Growers case) 3 Can. Ry. Cas., 430, at pp. 431-2, followed.

The tolls on salt in refrigerator cars, owing to the gradual development of its use in connection with the packing industry, have been treated as an incident of its refrigeration and it is claimed is properly included in the icing toll therefor. The carriers have justified the toll for salt, over and above a toll for icing, in the tariffs of tolls now in force.

Ontario Fruit Growers' Association v. Canadian Pacific Ry. Co. (Canadian Freight Association) (Fruit Growers Case), 3 Can. Ry. Cas., 430, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by the Chief Commissioner and Assistant Chief Commissioner, and dated May 23, 1917, *22 Can. Ry. Cas. 98.*

CITY OF HAMILTON V. HAMILTON RADIAL ELECTRIC RAILWAY COMPANY.

When it is sought to open a highway across a railway, there must be evidence of intention to dedicate by the owner, acceptance by the municipality, user by the public, and expenditure of public money to keep the proposed highway in repair and fit for use to bring it within the category of a public highway under the Municipal Act, R.S.O. 1914, chapter 192, section 432. Without such evidence the proposed highway is junior to the railway and under the senior and junior rule the whole of the expenditure required will be placed on the applicant.

Gooderham v. City of Toronto, 25 S.C.R. 246, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner and Mr. Commissioner Goodeve, May 25, 1917. *22 Can. Ry. Cas., 438.*

JORDAN CO-OPERATIVE COMPANY AND FRUIT GROWERS' ASSOCIATION V. CANADIAN EXPRESS COMPANY.

Where, after a thorough test of the extra car service ordered by the Board, the earnings on the express traffic from the points in question are unremunerative, being less than the operating costs, the Board directed that the service be discontinued.

The facts are fully set out in the judgment of Mr. Commissioner McLean, May 28, 1917, concurred in by the Assistant Chief Commissioner and Commissioner Goodeve. *23 Can. Ry. Cas., 55.*

Re INTERSWITCHING, TOWN OF THOROLD AND GRAND TRUNK AND NIAGARA, ST. CATHARINES AND TORONTO RAILWAY COMPANIES AT THOROLD, ONT.

This matter was first brought to the attention of the Board on an application from the Thorold Board of Trade in 1909, for an Order directing the construction of an interchange track between the Grand Trunk and the Niagara, St. Catharines and Toronto Railways, but the application in connection therewith was allowed to lapse. A further application was made to the Board, under date of April 28, 1913, when, after hearing, the matter was referred to the Board's Chief Operating Officer for investigation and report. After the report of the said officer the matter was again taken up at a sittings of the Board held in Toronto July 10, 1916, but no evidence was submitted and the application was withdrawn subject to its renewal at a later date. The matter again came before the Board for consideration at a hearing held in the town of Thorold on April 12, 1917, when it appeared from the evidence that conditions had entirely changed since the previous applications of the town, the tonnage which had been estimated in the former application at about 2,300 cars having increased to about 16,000 cars per annum, representing an increase of about 700 per cent, of which, it was estimated, that about 3,000 cars would be subject to interswitching.

Held, Commissioner A. S. Goodeve in his judgment, May 30, 1917, concurred in by Assistant Chief Commissioner Scott, that on the figures submitted the town of Thorold was entitled to an interchange track, and that the Grand Trunk and Niagara, St. Catharines and Toronto Railway Companies should be asked to consult together and submit to the Board a plan of transfer track, together with an estimate of cost thereof. *See 24 Can. Ry. Cas. 21.*

JURISDICTION—OPERATION—CITY OF TORONTO V. CANADIAN NORTHERN RAILWAY COMPANY. (DON VALLEY SHUNTING CASE.)

Unless it can be established that a railway company in carrying on its undertaking authorized by Parliament upon its own property, in a manner which is calculated to do as little harm to adjacent owners as possible, is not exercising as much care as it might, to lessen the noise of operation, the Board has no jurisdiction to interfere. It is not incumbent upon the Board to summon offending parties before the court of the province for violation of its own order and a municipal by-law regulating the emission of smoke from railway locomotives.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated May 31, 1917. *21 Can. Ry. Cas. 452.*

VILLAGE OF THAMESVILLE, "ET AL.," V. GRAND TRUNK RAILWAY COMPANY.

At the crossing in question, where there are four tracks and considerable shunting traffic, protection by an electric bell is not so satisfactory as at crossings where there are fewer tracks and less shunting, and the Board directed protection by gates, operated night and day, apportioning the costs of installation as follows: township of Howard, 10 per cent ; village of Thamesville, 15 per cent; Grand Trunk Ry. Co., 55 per cent; and Railway Grade Crossing Fund, 20 per cent; the township, the village and the railway to bear 10 per cent, 15 per cent and 75 per cent respectively of the costs of maintenance and operation, the statute not permitting anything to be given towards the costs of maintenance and operation from the fund.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, May 31, 1917, concurred in by Mr. Commissioner Goodeve. *23 Can. Ry. Cas., 33.*

SESSIONAL PAPER No. 20c

FARM CROSSING—LUSTY *v.* PERE MARQUETTE RAILWAY COMPANY.

A provision in a deed of lands taken for right of way by a railway company, that the consideration is to include full compensation and indemnity for all damages or injury to the property by reason of the railway, does not constitute a relinquishment of the right to a farm crossing over the railway lands.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated June 21, 1917. *21 Can. Ry. Cas. 93.*

CITY OF CHATHAM AND CHATHAM BOARD OF TRADE V. CANADIAN PACIFIC RAILWAY COMPANY.

It is not unjust discrimination nor undue or unreasonable prejudice or disadvantage under sections 315 (5), 318, for a carrier to charge lower than normal toll from the point of shipment to a destination point owing to effective water competition, than on shipments from the same point to an intermediate point where such competition is not effective.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner Goodeve, June 22, 1917. *22 Can. Ry. Cas., 391.*

Re APPLICATION HUBERT BOURASSA FOR CATTLE PASS, GRAND TRUNK RAILWAY.

This was an application by one Hubert Bourassa, of the parish of Laprairie, in the province of Quebec, the owner of lot 379 in said parish, for a cattle pass under the right of way of the Grand Trunk Railway Company.

It appeared from the evidence that when the railway was constructed the applicant's farm was crossed diagonally and divided into two large plots, and a cattle pass was established under the right of way. It further appeared that for over sixty years, and as late as 1916, this cattle pass had been repaired and rebuilt by the company, when necessary, but that recently it had been closed by the company against the wishes of the applicant. The company contended that the cattle pass in question never was a servitude within the meaning of the law, but was intended as a culvert for the drainage of surface water, and that if the applicant and his vouchees used it as a cattle-pass, they did so without a title, and that without a title no servitude could be established in the province of Quebec. The company also contended that the Board has no jurisdiction, also that the farm was provided with a grade crossing, and if the Board should order the cattle-pass the cost of rebuilding the undercrossing should be borne by the applicant; also that the applicant had offered to sell his right to the culvert for the sum of $600 which tended to show that the cattle pass was not absolutely necessary for the proper enjoyment of his farm.

Held, Deputy Chief Commissioner W. B. Nantel in his judgment, July 4, 1917, concurred in by Assistant Chief Commissioner Scott, that the width of 12 feet given to the culvert showed that it was not used principally for drainage, and that the right to the undercrossing was established and reserved by deed. Held further that the Board had jurisdiction to ascertain the existence of the right to a crossing as stated by the applicant, and that the existence of a level farm-crossing should not deprive him of his right to an undercrossing, which was manifestly of considerable value to him. The company were, therefore, directed and ordered to rebuild the cattle-pass as it was in existence under their railway track previous to the year 1916.

Held, Commissioner McLean in his judgment, July 13, 1917, that the application did not establish any reservation in the deed of the applicant in respect of the alleged undercrossing nor could the same be presumed from the evidence. Held further that the case did not fall within the amending section as to agreements, the only section under which jurisdiction could be exercised. Held further that the jurisdiction conferred upon the Board in respect of agreements is an extraordinary one and is in

limitation of the ordinary jurisdiction possessed by the courts; that the Board could go no further than the jurisdiction so conferred; that the provincial courts had a wide jurisdiction in respect of the enforcement of agreements and that the opinion that the relief sought did not fall within the Railway Act did not interfere with the rights of the applicant, if any, which he might establish to the satisfaction of the provincial courts. *Seager v. Pere Marquette, File 11161.* referred to.

The G. T. R. appealed from this decision of the Board to the Supreme Court of Canada but before the appeal was heard the parties came to an agreement and notice of desistment was filed by Bourassa.

Re APPLICATION OF THE GREAT NORTHWESTERN TELEGRAPH COMPANY AND THE CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH FOR AUTHORITY TO AMEND THE CONDITIONS ON THEIR TELEGRAPH FORMS.

This was an application made by the telegraph companies for an Order, under section 340 of the Railway Act, that the Board's Order No. 162, dated March 30, 1916, approving the conditions on the telegraphic forms used by telegraphic companies subject to the jurisdiction of the Board on which messages to be transmitted are to be written, be amended. The following conditions to be inserted thereon:—

"It is agreed that this company, or any other company, forwarding this telegram to reach its destination, shall not be liable for damages toward either the sender or the addressee arising from failure to transmit or deliver, or for any delay or error in the transmission or delivery of any unrepeated telegram, whether happening from negligence of its servants or otherwise, or for delays from the interruptions in the working of its lines, for errors in cypher or obscure messages, or for errors from illegible writing, beyond the amount received for sending the same."

"To guard against errors, the company will repeat back any telegram for an extra payment of one-half the regular rate; and, in that case, the company shall be liable for damages suffered by the sender to an extent not exceeding $200, due to the negligence of the company in the transmission or delivery of the telegram."

"Correctness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz.: One per cent for any distance not exceeding 1,000 miles, and 2 per cent for any greater distance."

"This company shall not be liable for the act or omission of any other company, but will endeavour to forward the telegram by any other telegraph company necessary to reaching its destination, but only as the agent of the sender and without liability therefor. The company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the company's messengers, he acts for that purpose as the sender's agent; if by telephone, the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission."

"No employee of the company shall vary the foregoing."

These amendments are asked by the telegraph companies so that the same conditions shall prevail between a telegraph company and the addressee of a message as are provided between a telegraph company and the sender; and also that the same con-

ditions shall prevail in respect to the transmission of a message over connecting lines as are imposed between the sender and addressee and a telegraph company receiving the message for transmission.

Notice of the application was served upon the different Boards of Trade and commercial bodies; and, speaking generally, it was opposed by all of them who have paid any attention to the application.

The position taken by those opposed was that no limitation should be placed upon the liability of the telegraph companies, but that these companies should be liable for damages arising from any mistake, error, neglect, or delay in the transmission of messages that might occur.

Held, Chief Commissioner Drayton in his judgment, July 14, 1917, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commission Nantel and Commissioner McLean, that section 340 of the Railway Act does not enlarge the power of the companies to pass by-laws, regulations, etc., and that the telegraph company can only pass by-laws as may be necessary respecting the issue and transfer of shares and for the management of the affairs of the company generally; and that the Board was not prepared to hold that it had such a jurisdiction, although it would appear that the question could be covered by direct legislation by the Dominion in view of the decision in *Grand Trunk Railway vs. Attorney General of Canada (1907) A.C., 65.*

Held, further, that the application must be dismissed but that the companies should be given permission for a stated case for submission to the Supreme Court covering the different questions of law arising.

DOMINION MILLERS ASSOCIATION *v.* GRAND TRUNK AND CANADIAN PACIFIC RAILWAY COMPANIES.

The Board will not authorize an increase of remuneration in lake-and-rail tolls for the purpose of lessening a prohibitive "spread" between them and all-rail tolls of the same and other carriers between the same points, in order to induce part of the traffic to move all-rail and so to prevent the all-rail tolls from being "cut" by a carrier having no lake-and-rail route and desiring to participate in the traffic.

Having regard to the decision in the *Eastern Rates Case*, allowing an increase in general freight tolls east of Fort William (*ante*, p. 4) and the reasons for that decision, the Board held that reasonable increases in the tolls on grain and grain products east of Fort William should be allowed and approved revised tolls accordingly.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner Goodeve, July 17, 1917. *22 Can. Ry. Cas., 393.*

Re APPLICATION OF DEPARTMENT OF PUBLIC WORKS OF THE PROVINCE OF ONTARIO TO CONSTRUCT HIGHWAY ACROSS CANADIAN PACIFIC RAILWAY COMPANY'S TRACKS IN TOWNSHIP OF KIRKPATRICK, DISTRICT OF NIPISSING.

This was an application by the Department of Public Works of the province of Ontario to the Board for an Order directing the Canadian Pacific Railway Company to construct a crossing on the highway between lots 8 and 9, concession 5, in the township of Kirkpatrick, in the district of Nipissing, and province of Ontario. The question at issue between the parties was, who should pay for the construction of the crossing, it being urged by the railway company that it was senior to the highway and that, therefore, following the general rule of the Board in such case the applicant should bear the cost of the construction.

It appeared from the evidence that there are circumstances in connection with the title of the railway company to its right-of-way through the township of Kirkpatrick that were somewhat out of the ordinary, in as much as the title had not been acquired by purchase by the company from a private landowner, but by grant from the Dominion Government of certain lands transferred to that Government by the Ontario Government, subject to certain limitations and conditions.

Held, Assistant Chief Commissioner Scott in his judgment, July 19, 1917, that as the railway company obtained the lands subject to the limitations contained in clause 2 of 59 Victoria, chapter 11, and that as it was not clear from the reading of the section whether it meant that the rights were to be existing or that the highways were to be existing at the passing of the Act, that the province of Ontario should get the benefit of the doubt and be declared senior to the railway company, and that the cost of constructing the highway should be borne by the company. 24 Can. Ry. Cas.

Held, Commissioner McLean in his judgment, July 27, 1917, that Provincial Act, 59 Victoria, chapter 11, and that the Orders in Council issued respectively in 1866 and 1901, should be construed as reserving the public right of highways, but conveying an absolute title in all respects.

Held, further, that section 2 of the Provincial Act, 59 Victoria, chapter 11, referred to the rights of the public possessed under any declaration or Order in Council made by any authority competent to create or reserve them and which continued to exist at the time the Act was passed; and that the Order in Council of 1866 was passed by a competent authority and was unrepealed in 1901.

Held, further, that the highway in question should be treated in the same manner as an ordinary unopened highway allowance is treated, and that the cost of opening should be placed on the railway company. 24 Can. Ry. Cas.

An appeal from the decision of the Board to the Supreme Court of Canada was dismissed.—Brodeur and Mignault, J.J., dissenting.

Re INTERFERENCE AT PORT HOPE BETWEEN THE CANADIAN PACIFIC AND GRAND TRUNK RAILWAY COMPANIES.

An interchange was authorized at Port Hope between the Canadian Northern Railway Company and the Grand Trunk Railway Company by Order of the Board, dated March 13, 1913. It appeared, however, that owing to the expensive nature of the work which the Canadian Northern Railway would have to undertake that the interchange was never constructed. In the meantime the Board had before it for consideration the question of the construction of interchange tracks between the Canadian Pacific and Grand Trunk Railway Companies.

Held, Assistant Chief Commissioner Scott in his judgment, July 24, 1917, concurred in by Commissioner Goodeve, that owing to the peculiar layout of the town of Port Hope, which prevented the Canadian Pacific Railway Company from constructing service tracks for the benefit of the Port Hope industries, and the necessity of the commercial industries to be in a position to have traffic handled by either route, that the interchange applied for should be granted, the entire cost of construction to be borne by the Canadian Pacific Railway Company.

APPLICATION OF THE CANADIAN CAR SERVICE BUREAU FOR APPROVAL OF REVISED CODE OF CAR DEMURRAGE RULES.—FILE 1700.

Judgment, Chief Commissioner Drayton, July 28, 1917, concurred in by Assistant Chief Commissioner Scott, Commissioner McLean and Commissioner Goodeve.

This application is one of great and widespread importance, affecting vitally as it does freight transportation.

The application having been received, some eighty odd notices were sent out on the Board's direction on May 25 to different Boards of Trade and other bodies vitally interested.

The application was listed for hearing at Victoria, Vancouver, and Nelson, British Columbia; Calgary, and Edmonton, Alberta; Saskatoon and Regina, Saskatchewan; Winnipeg, Manitoba; Fort William and Toronto, Ontario; Montreal, Quebec; and Ottawa, Ontario.

These hearings commenced at the sittings of the Board held at Victoria on the 4th of June, and the last sitting was held in Ottawa on July 5, some ninety-one notices being issued by the Board to those interested for the Ottawa hearing alone.

Under the circumstances, the matter has been largely discussed and many submissions made both for and against the application.

Further opportunity was given the parties at the Ottawa hearing to submit more data, some of which has been received. It is, however, impossible to allow the matter to stand longer, having regard to the exigencies of public traffic and particularly to the movement of coal and fuel supplies.

Rule 1, as submitted for adoption, reads as follows:—

RULE 1.—CARS SUBJECT TO THESE RULES.

Cars held for, or by, consignor or consignee, for loading, unloading, forwarding directions, or for any other purpose.

Exceptions.

(*a*) Private cars (loaded or empty) on private tracks of car owner.

(*b*) Empty private cars stored on carriers' or private tracks.

(*c*) Cars containing freight for transhipment to vessel, when moving on through bill of lading and held at railway terminal awaiting boat.

There is no objection to this rule. It embodies previous practice.

At the hearing, it was contended by the railways that subsection (*c*) should be struck out. Mr. Watts, on behalf of the grain shippers, objected, and desired the retention of the clause.

The object of the railways sought to be served by dropping the subsection was to make sure that their right of charging other carriers for delays was not taken away from them.

These car demurrage rules are rules affecting entirely the situation as between the carrier and shipper or consignee. They do not attempt to deal with rights one way or the other between different carriers, whether by land or water, and the declaration contained in the subsection cannot, in my view, affect any existing right of the railways as against intermediate or other carriers, whether of land or water. On the other hand, it is manifest that the shipper or consignee ought not to be subject to demurrage arising out of the default of an intermediate or terminal water carrier; and the section should stand.

Rule 2, as submitted, reads:—

"RULE 2.—NOTIFICATION.

(*a*) The consignee shall be promptly notified in writing, or as otherwise agreed to by carrier and consignee, of the arrival of his freight, and shall be held to have been notified when notice has been sent, or given. If notice be mailed, consignee shall be held to have been notified at seven o'clock a.m. following the date of mailing.

(*b*) Delivery of all cars upon private sidings, or industrial interchange tracks, will constitute notification thereof to consignee.

(*c*) In all cases where notice is required, the removal of any part of the contents of the car by consignee shall be considered notice thereof."

Subsection (*a*) does not give sufficient particulars to enable the consignee to identify car and contents. All possible information ought to be given by the railway company in the interests not only of the consignee, but in the interests of the rapid movement of freight and clearance of terminals.

Of course, under general practice, where the consignee or his carter is not aware of the exact spotting of car, the railway companies readily give information. This, however, is not covered by the rule. The consignees ask for it. In my view they are entitled to it; and I am also of the opinion that if there is any delay in giving this information for which the carrier is responsible, the time lost should be added to the free-time allowance. I would, therefore, substitute the following for subsection (*a*):—

(*a*) Notice shall be sent or given consignee by carrier's agent in writing, or as otherwise agreed to in writing by carrier and consignee, with all dispatch after arrival of car and billing; such notice to contain point of shipment, car initials and number and the contents, also the initials and number of the original car if transhipped in transit. If notice is mailed consignee shall be held to have been notified at 7 o'clock a.m. following the date of mailing.

The carrier shall notify the consignee or his carter on application where his car has been placed for unloading. Any time within the free time allowance lost to the consignee in so doing for which the carrier is responsible shall be added to the free-time allowance.

Subsection (*b*) as drafted is not complete, but has to be read in connection with rule 7, which provides, among other things, for "constructive placement" in cases where delivery on private sidings cannot be made.

The subsection should be made complete; and I would substitute the following for it:—

(*b*) Delivery of cars upon private sidings or industrial interchange tracks shall constitute notification thereof to consignee. If such delivery cannot be made owing to such tracks being fully occupied, or from any other cause beyond the control of the carrier, written notice of readiness so to deliver shall be given and shall constitute notification to the consignee for the purposes of these rules, in which case the free time shall be computed from 7 a.m. of the first following day.

I would approve of subsection (*c*) as it is submitted.

The next rule submitted for approval is rule 3, which reads as follows:—

"RULE 3.—FREE TIME ALLOWANCE.

(*a*) Twenty-four hours (one day) after notice of arrival (exclusive of Sundays and legal holidays) will be allowed for any or all of the following purposes, if necessary:—

(1) For clearing customs.

(2) For reconsignment or reshipment in same car.

(3) When cars are held in transit for inspection or grading; stopped in transit to complete loading, to partly unload, or to partly unload or partly reload, when such privilege of stopping in transit is allowed in the tariffs of the carriers.

(*b*) Forty-eight hours (two days) free-time (exclusive of Sundays and legal holidays) will be allowed for loading or unloading all commodities.

Exceptions.

(1) Twenty-four hours free-time only will be allowed for loading grain at stations Port Arthur and west thereof.

(2) Five days free-time shall be allowed at Montreal, and at tide water ports, for unloading lumber and hay for export.

(3) Manufacturers, lumbermen, miners, contractors, and others, who have

their own motive power and handle cars for themselves or others, shall be granted additional allowance of the time necessary for them to do the switching to and from the designated interchange tracks, not to exceed twenty-four hours."

The adoption of the above rule would work a very radical change in that free time allowed for all public team-track delivery would be shortened twenty-four hours.

The rule submitted is, in effect, the American rule. The old practice, in addition to allowing this initial twenty-four hours for the purposes above set out, also extended to the payment of charges and the giving of orders for special placement or delivery.

Conditions in Canada do not permit the adoption of this proposed rule. While the Canadian Pacific can place cars on team-tracks without first receiving any specific order, owing to the fact that their terminals are arranged in such a manner as to permit this, the Grand Trunk cannot.

Under the rule in the States, a car, unless placement orders have already been given, is placed at any point in the terminal where it is accessible for unloading. Under the American practice, if the consignee then desires to have the car spotted elsewhere, a replacement or reswitching charge is levied.

Take the Grand Trunk's position for example. This company's freight from the west is held at Mimico, and notification is given the consignees when it is there received. Placement in Mimico is not of the slightest use to the Toronto consignee; it cannot in fairness be looked upon as a placement in fact for unloading.

The twenty-four hours time now allowed, in my view, must be continued. It is impracticable to have one rule for the Canadian Pacific and another rule for the Grand Trunk; and the general conditions forbid the adoption of the rule as submitted in Canada in this regard.

In my view, cars would not be the more speedily released. The only effect would be to enable the railways to exact further tolls from the public. On the other hand, the adoption of the rule would be prone to add to existing congestion. The additional time is not necessary for payment of charges.

I would, therefore, adopt section (*a*) as submitted, and subsection (1), adding as a new subsection, the following:—

(2) In the case of consignees not served by private sidings or industrial interchange tracks, to give orders for special placement.

I would also approve of subsections (2) and (3) as submitted; but they would now become subsections (3) and (4).

The railways in the past have charged demurrage when this initial twenty-four-hour period, as granted for this specific purpose, has been exceeded.

In some instances, consignees have objected, on the ground that the effect of the initial twenty-four hours really gave them seventy-two hours within which to release the car, and that it made no difference one way or the other so long as the car was in fact unloaded and released in seventy-two hours, whether customs had been cleared or placement orders given on the second instead of the first day.

The companies' contention, of course, was that there was only twenty-four hours allowed for this specific purpose.

Of course, demurrage ought to be charged in cases where consignee desires to take advantage of the privilege. Forty-eight hours was the time fixed for unloading. To this period the twenty-four hours has been added for these specific purposes, but only for these specific purposes. There is, therefore, a strong reason why the customs should be cleared and placement orders given within the first twenty-four hours. The cars have then been but recently received, and they are at the more convenient situation for placement. If placement orders are, as a matter of fact, held over until the next day, although the unloading itself may not be delayed, terminal congestion is, never-

theless, increased, as a fresh lot of cars have been brought into the terminal in the second twenty-four hours, necessitating more switching and more shunting, so that the car held during the prior period loses its position of advantage in so far as placement is concerned.

The real object to be attained is, of course, the quick release of cars, and it would be very unfortunate if in cases where cars could be the more readily released the full time which is given to cover all operations was consumed by consignees who did not require it.

So as to remove doubt in the future, I would add as a new subsection, the following:—

> (5) If the twenty-four hours allowed for the above-mentioned purposes are exceeded, demurrage shall be charged.

Section (*b*) changes the former practice. The old rule allowed twenty-four hours additional free-time for unloading coal, coke, and lime in bulk, and for loading or unloading the following descriptions of lumber only, namely: boards, deals, and scantlings.

The new rule is subject to much contention. While shippers and consignees generally complain of lack of proper railway transportation, lack of cars, and terminal facilities, coal dealers and lumber dealers, generally, strongly object to their free time being cut down to the level of the ordinary trader.

As the matter stood, the coal dealer might be entitled to:—

1. 24 hours for customs.
2. 24 hours for placement.
3. 72 hours for unloading.

The Toronto coal dealers, represented by Mr. Harrington, are most insistent on retaining the time. The larger coal dealers having mechanical plants have not objected to the proposed rule. It may be observed that the bulk of Toronto's coal traffic is carried by the larger dealers, who have installed proper and modern appliances. There is no complaint made by the railways in connection with them. On the other hand, the Standard Fuel Company have stated that their practice is to unload cars between shunts. It may also be observed that these modern appliances, located as they are on private sidings, do not require the twenty-four hours for placement, which is continued in case of the smaller operator.

Toronto is dependent upon American coal, and much of that coal is carried in American cars; and the American railways have taken the position that an unnecessary length of time is allowed for unloading their cars in Canadian territory, and that it should be cut down to the same basis as that in the United States.

Since the hearing a delegation from Toronto called complaining of the bad effect of the present demurrage rules, and desired that the matter should be taken up by the Board, and such rules adopted as would ensure prompt release of cars and discourage speculation in coal car-lots in terminals. They favoured the adoption of the tariff and time placed in effect during the period of congestion last winter.

There is no doubt that a quicker movement is in the interests of the public, and particularly in the interests of the public of Ontario. This interest is none the less existent in the more isolated cases of dealers who have not proper plants, and the charge will bear heavily upon them.

The railway records undoubtedly in themselves show many terminal delays owing to congestion and lack of facilities; but the suggestion that because of this fact the railways ought not to get demurrage, and that the movement ought not to be speeded up at the expense of delinquent dealers, owing to the delinquencies of the railways themselves, loses sight entirely of the one predominating consideration, and that is the interests of the public and the securing of a maximum efficiency from transportation facilities.

To illustrate the necessity of a more effective demurrage charge the railway records show a car of coal arriving in Toronto on May 14. The consignees released the car from bond on May 16, and sold it. On May 18 the car was switched to the private siding of the purchaser. It there remainded under load until July 7, when it was again sold and $40 demurrage for delay on the siding paid. On July 22 the car was still loaded, the second purchaser claiming that he was unable to unload owing to inability to get labour.

The same firm of consignees had another car which arrived in Toronto, May 12. They released the car from bond on May 18, when they sold it. On the same day it was placed upon the purchaser's siding. In like manner, it remained under load until July 7, when it was sold and then again re-sold. Forty dollars was again paid for holding the car on the siding of the first purchaser; and then the car, owing to the fact that the last purchaser had a siding at West Toronto, was switched out by the Grand Trunk to the C. P. R. for West Toronto placement on July 9.

It should not be understood for a minute that these cases show the general practice. The very large majority of Toronto coal dealers have done their best to facilitate the movement of coal; but at a time like the present no system can be tolerated which permits occurrences such as those above set out to continue.

I would adopt the new subsection (*b*) as submitted.

Subsection (1) of the "Exceptions" is not a matter which this Board deals with at all—it is covered by the Grain Act. I would, however, substitute the following for the subsection submitted:—

> (1) In the portion of Canada, Port Arthur and west in which the "Canada Grain Act" applies, twenty-four hours free time only will be allowed for loading grain.

Exceptions number (2) and (3) carry out past practice. I would adopt them. Rule 4 as submitted for approval is as follows:—

"Rule 4.—Computing Time.

(*a*) On cars held for loading, time will be computed from the first 7 a.m. after placement, until loading is completed, and proper billing instructions furnished except that on cars placed for loading grain at stations Port Arthur and west thereof, free-time will be computed from the hour cars are placed at shipper's disposal on siding.

(*b*) On cars held for disposal (see rule 3-A) time will be computed from the first 7 a.m. after the day on which notice of arrival is sent, or given to the consignee.

(*c*) On cars held for unloading, time will be computed from the first 7 a.m. following placement on public delivery tracks, provided notice of arrival has been sent, or given to the consignee.

(*d*) On cars to be unloaded on private delivery tracks, time will be computed from the first 7 a.m. after actual or constructive placement on such tracks.

(*e*) On cars to be loaded or unloaded on tracks of manufacturers, lumbermen, miners, contractors, or others, who have their own motive power and handle cars for themselves or others, time will be computed from the first 7 a.m. following actual or constructive placement on the interchange tracks until returned thereto. Cars returned loaded will not be recorded released until billing instructions and other necessary data furnished.

(*f*) When empty cars are placed for loading on orders, and are not used, demurrage will be charged from the first 7 a.m. after placement until released without any free-time allowance.

(*g*) When an empty foreign car is placed for loading via a specific route so as to protect ownership of car, according to Car Service Rules, and same is not so loaded, demurrage will be charged until car is unloaded without any free-time allowance.

(*h*) Time lost to the shipper or consignee through switching of cars, or any other cause for which the railway company is responsible, shall be added to the free-time allowance.

(*i*) In computing free-time, Sundays and legal holidays will be excluded. After expiration of the free-time demurrage shall be charged for Sundays and legal holidays. The exemption for holidays does not include half holidays."

Subsection (*a*) should be changed by striking out the words "from the hour cars are placed at shipper's disposal on sidings"; and substituting therefor the words "under the provisions of the Canada Grain Act.'

With this change, I would adopt the whole of this rule, with the exception of subsection (*i*). Subsection (*i*) changes the practice entirely. Under the old practice, in computing free-time Sundays and legal holidays were, of course, excluded. Under the new proposal they are also excluded; but, under past practice, Sundays and legal holidays were also excluded from the time for which demurrage was charged.

Cars cannot be unloaded either on Sundays or on legal holidays. To include them in demurrage time is merely adding an extra penalty for an ordinary default. There can be no justification for it. Ordinary defaults will be fully covered by the scale of demurrage which I think ought to be adopted. Under these circumstances, I would change subsection (*i*) to read as follows:—

(*i*) In computing free-time or demurrage time, Sundays and legal holidays will be excluded. The exemption for holidays does not include half holidays.

Rule 5, as submitted for approval, reads as follows:—

"RULE 5.—WEATHER INTERFERENCE.

"If wet or inclement weather, according to local conditions, renders loading or unloading impracticable during business hours, or exposes the goods to damage, the free-time allowance shall be extended so as to give the full free-time of suitable weather. But if the cars are not loaded or unloaded within the first forty-eight hours of suitable weather no additional free-time shall be allowed.

"This rule shall not absolve shipper or consignee from liability for demurrage, if others similarly situated and under same conditions, load or unload cars."

The first paragraph of this rule covers existing practice. I would allow it.

The second paragraph, which prevents shippers or consignees taking advantage of bad weather conditions if other consignees do not want to, is new.

I do not think the new paragraph should be allowed. I see no reason why, because one shipper chooses to take chances and possibly injure his goods, that all other shippers have to do the same. The question in each case ought to be the question of fact as to whether or not weather conditions were such as to render loading or unloading impracticable, or as to expose the goods in question to damage.

The rule as drafted does not cover bulk commodities frozen in transit. It is but fair to say that the old rule also did not. There is, however, some times very real difficulty in connection with bulk freight so frozen. It is extremely difficult to remove

crushed stone, coal, or ore from hopper cars if the contents become solidly frozen. In my view, a further section should be added to cover this difficulty, as follows:—

(*b*) Should bulk freight be so frozen in transit or before placement as to render unloading impossible within the prescribed free time, such additional time shall be granted as may be necessary.

Rule 6 submitted for approval reads:—

"RULE 6.—BUNCHING.

"When, as the result of the act or neglect of any carrier, cars originating at the same point destined for one consignee at one point and moving via the same route are delivered or tendered at destination in accumulated numbers, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered or tendered in same number per day as were shipped per day. Claim must be presented in writing to carrier's agent within fifteen days, accompanied by written statement of all cars involved in alleged bunching, with date and point of shipment of each, as evidenced by bills of lading."

More or less discussion has taken place in connection with this rule. The National rule seems to have worked out well—perhaps it is a little clearer. Shippers and consignees have asked the adoption of the National Demurrage Rule in force in the United States. The National rule dealing with the subject reads as follows:—

"1. *Cars for loading.*—When, by reason of delay or irregularity of the carrier in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily orders, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered."

"2. *Cars for unloading or reconsigning.*—When as the result of the act or neglect of any carrier, cars destined for one consignee at one point, are bunched at originating point, in transit, or at destination, and delivered by the carrier line in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment. Claim to be presented to carrier's agent within fifteen (15) days."

I would adopt the National Demurrage Rule.

Rule 7 submitted for approval is as follows: —

"RULE 7.—PLACEMENT.

(*a*) "Actual Placement" is made when a car is placed in an accessible position for loading or unloading.

(*b*) (1) Delivery of cars to private sidings or industrial interchange tracks shall be considered to have been made when such cars have been placed thereon, or would have been placed but for some condition for which the consignee is responsible. When cars cannot be so placed, the carrier's agent shall notify the consignee that he has been unable to deliver cars because of the condition of the private siding, or interchange tracks, or because of other conditions attributable to the consignee. This will be considered "Constructive Placement."

(2) If an authorized employee upon a railway which performs switching services gives notice that such railway is unable to receive cars for private

sidings, owing to conditions for which shippers or consignees are responsible, then any other railway company having cars for such consignee shal so advise them, and the car service toll shall be charged until the cars on such private sidings have been unloaded or loaded, as the case may be, or until such sidings have been otherwise cleared.

(*c*) When delivery cannot be made on specially designated public delivery tracks on account of such tracks being fully occupied, or from any other cause beyond the control of the carrier, the carrier shall send or give the consignee notice in writing, or as otherwise agreed to by carrier and consignee, of its intention to make delivery at the nearest point available, to the consignee naming the point. Such delivery shall be made, unless the consignee shall before delivery indicate a preferred available point, in which case the preferred delivery shall be made.

I would adopt section (*a*) as it stands, and section (*b*) as it stands, with the addition of the words "in writing" after the word "consignee" in the fourth line.

Mr. Walsh, of the Canadian Manufacturers' Association, objects strongly to subsection (2) of (*b*) as not being sufficiently explicit, and not making clear that the switching company is the company to look after the matter of demurrage thus arising He asks that the paragraph should be struck out entirely and that the following paragraph be added to section (*b*):—

> This will apply to such cars which consignees located on switching line are unable to receive and which, for that reason, the switching line is unable to receive from the carrier line. The carrier line will advise the switching line of point of shipment, car initials and number, contents and consignee, and if transferred in transit the initials and number of the original car. The switching line will notify consignee and put such cars under constructive placement.

I would give effect to Mr. Walsh's submissions; and, as a result, would strike out subsection (2) of (*b*) entirely, leaving (*b*) with but one section.

Section (*c*) carries on existing practice, and there is no objection to it.

Rule 8 as drafted is as follows:—

RULE 8.—CUSTOMS RESPONSIBILITY.

> Demurrage charges shall not be collected from the consignee for any delays for which the customs officials may be responsible.

Consignees object to this rule as drafted. They point out that delays have occurred owing to the acts or omissions of government inspectors other than customs officials, and that they also might occur from mistakes made in the manifest issued by the railway companies themselves.

The last case would appear to me to be a railway error; so in that event demurrage would not be collected. There is no reason, however, why the matter cannot be made clear. I would change the rule, striking it out, and making it read as follows:—

RULE 8.—CUSTOMS OR INSPECTION DELAYS.

> Demurrage charges shall not be collected from the consignee for any delays for which Government or railway officials may be responsible.

Rule 9 as submitted reads:—

RULE 9.—CHARGE.

After the expiration of the free time allowed, a demurrage charge of three dollars ($3) per car per day, or fraction of a day, will be made until car is released.

I am not at all in favour of the railway proposal of $3 a day. There are cases, and always will be cases, where the greatest diligence is sometimes attended with delay. The man who is trying to do his best ought not to be unduly penalized. I agree that the greatest number of delays to cars of necessity occur on the day first after the free time; but I am firmly convinced that the delays which are really unnecessary, many instances of which have been brought before the Board, are delays which extend until well beyond this first day and for a week and more afterwards.

The general American rule now in force is that the first and second days are allowed for unloading free; for the third, fourth, fifth, sixth, and seventh days that the car is held in the consignee's possession a charge of $2 a day is made; and for each day thereafter a charge of $5 a day is made.

The result is that for the first week, under this rule, that the car is held for unloading a charge of $10 in all is made. The rule proposed by the Canadian carriers would result in a charge of $15.

With much deference, I think the holding of a car on the third day ought not to be considered in the light of a penalty. Some charge, of course, has to be made; but to my mind there is no doubt that a heavier charge ought to be made for a delay on the sixth day than for a delay on the third. The object, as I see it, is not to penalize the man who is desiring to do business as quickly as he can, but to penalize the man who is persistently holding cars over the prescribed free period or turning them into temporary warehouses.

I would, during the war, adopt the following scale:—

1st and 2nd days to be free.
For the 3rd day a charge of $1 to be made.
For the 4th day a charge of $2 to be made.
For the 5th day a charge of $3 to be made.
For the 6th day a charge of $4 to be made.
For the 7th day, and all days thereafter, a charge of $5 per day to be made.

This tariff ought to release cars quickly. Under it, the car held for seven days would be subject to a charge of $15, as against $10 under the American tariff, although for three days, which is the period covering most cars, the charge would be but $1 as against $2 in the States; and for four days, $3 as against $4.

It may be thought that the tariff is specially severe. It ought never to be applied. I am confident that with diligence all cars can be unloaded, if not within three, certainly within four days; and if by reason of some special circumstances the consignees may find themselves in an unfortunate position, it is infinitely better that the individual should suffer rather than the whole. Traffic must be speeded up, and coal must be got into the country.

Rule 10, as submitted for approval, is as follows:—

RULE 10.—NON-PAYMENT.

If payment of demurrage charges properly due on cars held on public delivery tracks be refused, delivery of only the car or cars on which such charges are due shall be withheld, by means of sealing or locking, or by placing where such cars shall not be accessible.

If the owners or users of private tracks, or the owners of industrial tracks referred to in rule 4, refuse to pay any charges which may already be due, delivery of cars to such sidings or tracks shall be suspended, and delivery shall be made on any available public team track until such charges have been paid.

This rule embodies past practice. I would approve it.

The matters of reciprocal and average demurrage have again been proposed.

There is, of course, no room for doubt that the public could not get a proper railway freight service last winter. Many shippers were unable to get cars, and when they got cars were unable to get a movement except after very great and vexatious delays; and many consignees were unable to get their freight, although shipped and in the hands of the railways. Not only did great inconvenience result, but unquestionably in many instances great loss. Anything which can be done to hasten the movement of freight ought to be undertaken, and if either reciprocal or average demurrage, or both would hasten the movement, they ought to be adopted. If it is not clear that the adoption of this arrangement would produce this result; and if, on the other hand, their adoption, particularly at a time of congestion and stress, would merely add to an already highly complicated situation, it is equally obvious that they should not be now adopted.

While it is true that the public have suffered as indicated owing to railway congestion, it is also true that the railways themselves have suffered similarly.

The greatest delays and the greatest number of complaints made by shippers and consignees occurred during last winter.

As a general thing, it is certainly admitted that railway managements are anxious to make just as much money from their undertakings as they can. Complaints against railways as a rule are based upon the proposition that the companies are unduly anxious to make money, rather than unduly anxious to lose it; and the congestion worked in turn similar and perhaps greater loss to the companies.

In Ontario, as a result of the congestion in February last, the freight business of the Canadian Pacific was actually 15·58 per cent less than the business of February, 1916, while the Grand Trunk's decrease amounted to no less than 39·37 per cent. The decreases in the Quebec district were greater, the Canadian Pacific's being 25·82 per cent and the Grand Trunk's 48·5 per cent.

It must be borne in mind that these decreases occurred at a time when a tremendous amount of freight was offered both systems. Neither company certainly had to solicit it; but, on the other hand, both companies were refusing it. The money was there for them to earn if they could possibly earn it. The actual performances resulted in loss of freight earnings amounting in the aggregate to great sums of money to both systems.

The reciprocal demurrage asked would call for a penalty of $1 a day for delays in placing cars in terminals, the companies being allowed forty-eight hours within which to place cars after notification without penalty. At the expiration of this time, the companies would be subject to $1 a day fine, or whatever fine the Board might raise the request to, for each day the movement was in default.

The possible losses to the companies under such a plan would be entirely infinitesimal as compared to the actual losses incurred. The incentive to service which a demurrage penalty would afford would be indeed small as compared to the incentive the companies would already be under.

There is a grave possibility that cars, instead of being promptly reported, would be held up by the yardmaster until he was ready to spot his cars. After all, we are all human; and the railway official, having it in his own hands to show a good performance in his terminal, would certainly be much tempted to hold cars and car notification until beyond all question the cars could be placed without delay. This

would not increase the general movement, but greatly delay it. In my view, the railways should send their notices with all possible despatch after the receipt of cars, and cars should be placed just as soon as possible, without waiting for the expiration of 24-hours, 48-hours, or any other period.

Toronto was probably the worst point in the country last winter in so far as spotting cars was concerned. The Board made arrangements under which a special official was appointed to keep track of all orders, and see that placement of all cars was promptly made.

At the hearing, I pointed this out to Mr. Harrington, and said:—

> "In that way the car detentions in Toronto have been cut down tremendously—you know about that—I think very much more than any one dollar a day would have done."

Mr. Harrington's reply was:—

> "Undoubtedly and unquestionably."

The smaller dealers are those who desire reciprocal demurrage.

The larger shippers, speaking generally, are against reciprocal demurrage, but demand with equal insistance average demurrage. In their behalf it is suggested that reciprocal demurrage would open the door to abuses—that it would give an opportunity for preference; and that with reciprocal demurrage which had been adopted in some States the machinery was found to be so complicated that it did not work out successfully and no one had ever tried to collect the reciprocal demurrage penalty.

Mr. Mann, who also appeared for the Retail Coal Dealers, was of the view that reciprocal demurrage would not give a remedy.

Mr. Watts, who appeared for the grain trade, strongly supported reciprocal demurrage, but was of the view that to-day was not the proper time to deal with the question. His view was that it ought to be left open for consideration by the Board with open mind after the war and when conditions were more normal.

I think Mr. Watt's position is correct, and the matter should be so left.

Average demurrage does not help the smaller dealer, and, he, in turn, objects to average demurrage, being of the view that reciprocal demurrage is the only proper remedy.

Mr. Watts' position was that average demurrage, while benefiting the larger dealers, would be of little use to his clients. His position may be taken as typical of those representing the consignees handling small quantities.

Those asking for average demurrage recognized the difficulties of the present situation, and thought that these abnormal times are perhaps not the best for the introduction of the scheme.

In my view, the average demurrage question might well stand on the same basis as the question of reciprocal demurrage—to be taken up after the war is over.

In the meantime, the Board will endeavour to ascertain whether the adoption of these plans have worked real benefit in places where they have been tried. From the best information that the Board had at previous hearings, the contrary was the case. It may be that they are now working out well; and if so, and they can be made to work out in the interests of quicker movement under normal conditions, they, of course, ought to be adopted. *24 Can. Ry. Cas.*

APPLICATION OF THE BOARDS OF TRADE OF MOOSEJAW AND ROSETOWN, SASK., FOR AN ORDER DIRECTING THE CANADIAN NORTHERN AND CANADIAN PACIFIC RAILWAY COMPANIES TO ESTABLISH A TRANSFER TRACK AT ROSETOWN, SASK.

This application had been before the Board a number of times and the last judgment dealing with it was dated July 6, 1915, when the application was dismissed. It

further appeared that at that time there was not sufficient business to warrant the Board, under any head, giving effect to the application. A new application was made the following year on the grounds that business had so much increased that a transfer was necessary. It appeared that at the same time transfer tracks were applied for at Moosejaw and Forward, Sask.

Held, Chief Commissioner Drayton in his judgment, July 30, 1917, concurred in by Commissioner McLean, that the information which the Board had before it, and the information obtained at the demurrage hearings required the issuance of an Order for a transfer track as asked for by the applicants, and that such transfer track should be installed at the joint expense of the railway companies.

PETITION OF THE ALBERTA PACIFIC GRAIN COMPANY, LTD., AND OTHERS, "RE" STENCILLING OF INCHES IN BOX CARS SUITABLE FOR SHIPMENTS OF BULK GRAIN.

This matter was heard at a sittings of the Board in Calgary. In the application presented it was asked that a ruling should be given providing for the stencilling of the inside of box cars used in carrying bulk grain, said stencilling being applied in inches in four different places of the car. It was represented that at present the Alberta Pacific Grain Company was using a temporary substitute for stencilling. Paper strips with inches marked thereon are made use of and are attached in the inside of the cars used by the company applicant. It was stated that they worked fairly satisfactorily. Objections were that they were not always put on perpendicularly, that they were apt to get torn, and that they were not so efficient as permanent stencilling would be. The system of paper strips has been found of use in the business of the applicant, and in evidence submitted in other connections the Board has been informed that similar paper strips are also used by others.

Held, Commissioner McLean in his judgment, July 31, 1917, concurred in by Chief Commissioner Drayton, that the Board has had occasion to recognize in other connections the settlement which takes place in transit, alteration of level from transit movements, etc. Held further that the method suggested by Mr. Frem, supporting the application, was one that should be given a reasonable trial. Held further that an Order should go for the equipment with stencils of box cars used in the grain traffic in Alberta, Sask., and Manitoba, but that with existing conditions of traffic and the demands on equipment, it was impossible to fix a time limit; that the cars were to be so equipped from time to time as they were shopped for repairs, and any new cars which were being put into such traffic were to be so equipped when constructed. *24 Can. Ry. Cas.*

JURISDICTION—BRIDGE—INTERNATIONAL BRIDGE & TERMINAL COMPANY V. CANADIAN NORTHERN RAILWAY COMPANY & RUSSELL BROS.

Where a company is authorized by its charter to build a bridge and lay railway tracks upon it, but has no power to build a railway the Board has no jurisdiction to authorize it to build a branch line of railway under section 175, 3 Edward VII, Chapter 58 (Railway Act, 1903).

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated August 1, 1917. *21 Can. Ry. Cas. 218.*

Re PROTECTION AT BURWELL STREET, ADELAIDE STREET AND RECTORY STREET, LONDON, ONT., GRAND TRUNK RAILWAY.

Order No. 25012 of May 27, 1916, provided for the installation by the Grand Trunk of gates at the crossings of Waterloo and Colborne streets, in the city of London, Ont. The street crossings now before the Board were protected at the time this

Order issued by day and night watchmen appointed and paid by the Grand Trunk; and these crossings, in common with certain others, were reserved for further consideration.

Further investigations have been made as to Adelaide, Rectory and Burwell streets. The Board's officers advise that because of traffic conditions and obstructions to the view further protection is necessary. Burwell, Adelaide and Rectory streets are paved up to the tracks.

Held, Commissioner McLean in his judgment, September 1, 1917, concurred in by Chief Commissioner Drayton and Commissioner Goodeve, that gates should be installed at the crossings, to be operated day and night; detail plans of said gates to be filed for the approval of an engineer of the Board; such gates to be installed by the Grand Trunk Railway Company. Held further that the city of London and the railway company should have an opportunity of speaking to the division of cost in respect of the particular crossings involved, and that upon their submissions being received the question of distributiou of cost would then be dealt with.

The question of the distribution of cost reserved above, was dealt with at a subsequent hearing of the Board as follows:—

No exception was taken to the method of distribution as regarded Adelaide street and Burwell street, and the distribution of cost of these streets was accordingly fixed. It further appeared that Rectory street was junior to the railway and the London Street Railway also operated over this crossing. The Grand Trunk Railway Company submitted that 60 per cent of the cost should be imposed upon the city, in view of the said street being junior, the city contending that the London Street Railway ought to pay at least 30 per cent of the cost of protection at Rectory street.

The London Street Railway stated that when they obtained the crossing over the Grand Trunk this was under an Order of the Railway Committee of the Privy Council, dated November 15, 1898, which order was subject to the provisions of an agreement entered into between the parties on October 1, 1898. Under this agreement the street railway company undertook to pay the expense of the wages of the watchmen at the Rectory street crossing, it being provided that these watchmen were to operate the signals at the crossing. Under this arrangement the watchmen were appointed by the Grand Trunk and paid by the London Street Railway Company, and provision was made for day and night watchmen.

Held, Commissioner McLean in his judgment, December 10, 1917, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott and Commissioner Goodeve, that the interlocking device should be connected up with the tower and the necessary additional levers, if any, installed so that the half interlocker might be operated from the tower as well as the gates; that this should form part of the cost of installation, but that in view of there being no objection to the existing half interlocker, the street railway company should not be asked to participate in this additional cost; that the cost of installation should be divided; 20 per cent from the Grade Crossing Fund, 20 per cent on the Grand Trunk Railway Company, and 60 per cent on the city. Held, further, that the street railway should continue to pay the cost of the day and night watchmen who are to be appointed as at present, the balance of the cost of maintenance to be borne by the Grand Trunk Railway Company. Held, further, that the street railway company was to continue to look after the same maintenance charges as are provided for in the Order of the Railway Committee of the Privy Council, dated November 15, 1898.

CANADA CHEESE BOX COMPANY *v.* CANADIAN FREIGHT ASSOCIATION.

Fibre-board cheese boxes, rated in the classification as fifth-class with a minimum weight in C.L. lots of 20,000 pounds, are entitled to the same rating as wooden cheese boxes with the same minimum weight, either by a change in the classification or by a commodity toll of general application.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott and Mr. Commissioner Goodeve, September 1, 1917. *22 Can. Ry. Cas., 847.*

Re STATION LAYOUT AT FALLOWFIELD, ONT., CANADIAN NORTHERN RAILWAY.

The present location of the station at Fallowfield was approved by an Order of the Board, dated March 14, 1912, and the present application was made to move the station one mile east.

It appeared from the evidence that the proposed location has a 1·4 per cent grade against eastbound traffic; that it would also be in a cut, with a blind curve a short distance west. It also appeared from the evidence that in the district in question the stations are very close together as compared with the usual standard distances.

Held, Commissioner A. S. Goodeve in his judgment, September 7, 1917, concurred in by Assistant Chief Commissioner Scott and Commissioner McLean that under the circumstances the Board would not be justified in making the Order asked for.

COMPLAINT OF H. E. DUNPHY, EXCEL, ALTA., "RE" DEMURRAGE CHARGE ON BARLEY SHIPPED FROM LANFINE, ALTA., TO WINNIPEG, MAN., CANADIAN NORTHERN RAILWAY.

Complaint was made to the Board regarding the demurrage charge imposed on a car of barley which moved from Lanfine, Alta., to Winnipeg, Man., the applicant stating that a number of cars were dropped off at Lanfine in January, 1916; that they stood there for some time; and that he took no steps towards securing one up to the morning of January 25, when he loaded some barley into one of the cars, and had teams loading all that day and the next day, and that by the afternoon of the 26th January the car was loaded.

In view of the contradictory statements, one of the Board's Inspectors was directed to make an investigation, which was done and a report filed.

Held, Commissioner McLean in his judgment, September 11, 1917, concurred in by Chief Commissioner Drayton, that in the absence of definite information to controvert the record as to the handling of the car in question, there is no evidence to justify a ruling that the charges were improperly assessed.

Re APPLICATION OF TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY UNDER SECTION 178 OF THE RAILWAY ACT.

This was an application of the Toronto, Hamilton & Buffalo Railway Company under the provisions of section 178 of the Railway Act to take certain lands belonging to the estate of the late Senator McCallum and to the estate of the late Thomas C. Street, in the township of Sherbrooke, county of Haldimand, and province of Ontario.

It appeared from the evidence that the railway company was already the owner of a large area of property lying between its railway and the Grand river to the south of the property in question, and it was contended by the landowners that that property should be used for the purpose of establishing the facilities desired instead of the property which the railway now applies for permission to acquire.

Held, Assistant Chief Commissioner Scott in his judgment, September 14, 1917, concurred in by Commissioner Goodeve, that the land applied for was the most suitable available location for the purposes for which the railway desired to use it, and that it was in the public interest that the company should be permitted to acquire the land for such purposes.

SESSIONAL PAPER No. 20c

COMPLAINT OF DOMINION CANNERS, LIMITED, *re* GRAND TRUNK AND CANADIAN PACIFIC TARIFFS CONTAINING COMMODITY RATES ON CANNED GOODS.

Complaint was filed by the Dominion Canners, Limited, against tariffs filed by the Grand Trunk and Canadian Pacific Companies eliminating the item formerly effective, whereby the fifth class Trenton rates were granted to canned goods from points on the Central Ontario Railway to points in Ontario west of Whitby, Peterboro and Ottawa. The effect of the cancellation of the item in question was that instead of the Trenton basis applying, fifth class rates applied from points on the Central Ontario Railway division to points in the above mentioned territory.

It developed at the hearing before the Board that a large amount of correspondence had taken place between the parties, and the extensive correspondence between the railways had been filed and duly considered. The position of the Grand Trunk, as therein developed, was, in general, that the matter should be dealt with only in connection with the general issue of joint-class rates. The Canadian Northern had endeavored to obtain an agreement as to the particular rates involved in the present application. The Canadian Northern had notified the Grand Trunk that it was prepared to establish new rates on canned goods west of Toronto on the proposed thorough fifth-class basis as submitted, delivering the freight to the Grand Trunk at Toronto. In reply, the Grand Trunk objected, both to the particular rates involved being dealt with separately, and also to the routing of traffic *via* Toronto until definite general arrangement was made.

Held, Commissioner McLean in his judgment, September 17, 1917, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott and Commissioner Goodeve, that, all things considered, it was proper to deal with the present application and to give a decision at present on the present facts as developed. Held that without establishing any precedent with respect to the general tariffs which have yet to be worked out, that the rates submitted by the Canadian Northern Railway were reasonable. Held further that the percentage divisions were also reasonable, but that that could be spoken to if either of the railway companies desired any alterations in them, but that if they intended to avail themselves of that right, they should do so within three weeks from the date of the judgment, and that in the meantime a tariff in compliance with what had been submitted should be filed to be effective within thirty days. Held further that the action directed should be without prejudice to the rights of the railway companies to make application to have the rates therein directed placed on the joint-class basis as finally determined, and also without prejudice to any contention which might be advanced in such connection that the volume concerned, or any other material factors, justify special treatment on a commodity basis.

PREMIER COAL COMPANY *vs.* CANADIAN FREIGHT ASSOCIATION.

The Board disallowed a toll of $2 for switching and spotting movements, on spurs more than 1,000 feet in length, of cars loaded with coal, without expressing any opinion on the general question of fixing a limit for free switching service.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, concurred in by the Chief Commissioner, September 26, 1917. *22 Can. Ry. Cas., 123.*

Re LOCATION OF STATION ON CANADIAN PACIFIC RAILWAY AT MUD LAKE OR BOLINGBROKE, ONTARIO.

It appeared from the evidence that the residents of the township of South Sherbrook had been agitating for a station somewhere between Christie Lake and Crow Lake on the line of the Canadian Pacific Railway Company, and that two

locations had been suggested, one at Mud Lake and the other at Bolingbroke. The Canadian Pacific Railway Company contended that there was no necessity for any station between Christie Lake and Crow Lake, but that if a station must be established somewhere between these points that Bolingbroke was the best place for it.

Held, Assistant Chief Commissioner Scott in his judgment, September 29, 1917, concurred in by Commissioner Goodeve, that there should be a flag stop somewhere between Christie Lake and Crow Lake, and that Mud Lake was the best place for it. Held further that the Board's Order of May 5, 1917, should remain effective and should be complied with without further delay by the railway company and that stops on flag should be made by suitable trains of the company.

O'BRIEN BROTHERS v. CANADIAN PACIFIC RAILWAY COMPANY.

The mere acquisition of lands on both sides of a railway right of way does not *per se* give a right to a farm crossing. The original owner having lost his right to a crossing by conveying the lands on one side to another person, a subsequent owner purchasing the lands on both sides from different vendors does not thereby acquire a right to a farm crossing to connect them. The Board, however, has jurisdiction, under section 253, to order a crossing, which it will exercise in a proper case and on proper terms.

See *Grand Trunk Ry. Co. v. Therrien, 30 S.C.R. 485; Midland Ry. Co. v. Gribble (1895), 2 ch. 129, 827.*

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated September 29, 1917. *21 Can. Ry. Cas. 197.*

DOMINION MILLERS' ASSOCIATION v. CANADIAN FREIGHT ASSOCIATION.

It is unjust discrimination to charge a higher milling-in-transit toll on the same commodity moving from different localities by different routes under similar circumstances and conditions to a common competing market.

Ontario and Manitoba Flour Mills v. Canadian Pacific Ry. Co., 16 Can. Ry. Cas. 430, at p. 431, referred to.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Goodeve, October 3, 1917. *22 Can. Ry. Cas., 125.*

JURISDICTION—TOLLS—SOUTHERN ALBERTA HAY GROWERS v. CANADIAN PACIFIC RAILWAY COMPANY.

(Timothy Seed Case.)

The jurisdiction of the Board is confined to dealing with the reasonableness of tolls, and it is not its function to put in experimental tolls with a view to developing industry.

British Columbia News Co. v. Express Freight Traffic Association, 13 Can. Ry. Cas. 176, at p. 178, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated October 5, 1917. *21 Can. Ry. Cas. 226.*

CITY OF HAMILTON v. GRAND TRUNK RAILWAY COMPANY.

(Burlington Beach Case.)

When respondent steam lines have been paralleled by electric lines, which have taken practically all the business and ordering the respondent to give an increased service, might secure a better service from the electric line, such an order would not

be justified in the public interest, where this could only be done at an unjustifiable cost and entail a continuing loss to the respondent.

A specific breach of an agreement must be shown to give the Board jurisdiction under 8 and 9 Edward VII, chapter 32, section 1.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, dated October 13, 1917. *21 Can. Ry. Cas. 211.*

Re APPLICATION TO CONSTRUCT SPUR IN THE TOWN OF COBOURG TO THE PREMISES OF THOMPSON-MACDONALD COMPANY CONNECTING WITH GRAND TRUNK RAILWAY COMPANY.

This was an application made for the construction of an industrial spur into the premises of the Thompson-Macdonald Company, of the town of Cobourg, Ont., and to cross, in connection with such construction, Division street in the said town.

It appeared that the Board's Assistant Chief Engineer had approved of the plan and that a consent Order had issued on June 20, 1917; that later an objection was taken by the town of Cobourg to the Order. It further appeared that a private agreement had been entered into between the Thompson-Macdonald Company and the municipality and that the Board was now asked to incorporate this agreement in its Order.

Held, Commissioner A. S. Goodeve in his judgment, October 17, 1917, concurred in by the Chief Commissioner, that the terms as set out in the judgment delivered by the Chief Commissioner of the Board in the application of B. Shragge, of Winnipeg, Man., for an Order directing the C.P.R. Company to construct a spur across Sutherland avenue, to serve the applicant's warehouse in the city of Winnipeg, and which terms were afterwards adopted by the Board as a standard in connection with industrial tracks, would meet all the requirements of the present case, and that the Board's Order of June 20, 1917, be amended accordingly. *24 Can. Ry. Cas. 61.*

NEW WESTMINSTER BOARD OF TRADE *v.* GREAT NORTHERN RAILWAY COMPANY.

Where the costs of operation between two points are much higher than the earnings the Board will limit the train service to a movement of traffic not more than once a week.

The facts are fully set out in the judgment of Mr. Commissioner McLean, October 30, 1917, concurred in by the Chief Commissioner. *23 Can. Ry. Cas. 58.*

JURISDICTION—TELEPHONES—NORTH LANCASTER EXCHANGE *v.* BELL TELEPHONE COMPANY.

2 and 3 Edward VII, chapter 41, section 2, limits the Board's jurisdiction to direct the installation of a telephone service but gives the Board no power in regard to facilities such as it has in the case of railway companies.

Tinkess v. *Bell Telephone Co., 20 Can. Ry. Cas. 249,* at p. 253 followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, dated November 2, 1917. *21 Can. Ry. Cas. 220.*

TOWN OF OAKVILLE *v.* GRAND TRUNK AND CANADIAN PACIFIC RAILWAY COMPANIES.

By agreement between the Grand Trunk and Canadian Pacific Railway Companies, dated May 13, 1896, confirmed by statute, 59 Victoria, chaper 6 (C), the Canadian Pacific were given a lease for a period of 50 years of the joint use of the Grand Trunk line between Hamilton Junction and the city of Toronto, known as the "Joint Section." By the 16th clause of the agreement, the Canadian Pacific agreed to do through passenger and freight business over the joint section, but not local business between either Hamilton or Toronto and an intermediate station on the joint section.

Oakville is a town on the joint section, with a population of over 3,000 inhabitants, about 21 miles west of Toronto. Many of its residents have their offices or places of business in Toronto.

For many years the Grand Trunk Railway Company gave a fairly satisfactory suburban service between Oakville and Toronto, until in January, 1917, the 11.45 p.m. train out of Toronto was discontinued to economize fuel, and the Canadian Pacific voluntarily agreed to stop its 7.15 p.m. train out of Toronto for Buffalo. In June, 1917, the Grand Trunk re-established its 11.45 p.m. train and discontinued it again in September, 1917. The Canadian Pacific being unwilling, the Board ordered its 7.15 p.m. train out of Toronto to stop at Oakville.

The Assistant Chief Commissioner: The confirmatory Act is not a special Act within the meaning of section 3 of the Railway Act, but merely validated a private arrangement between two railway companies and does not make any enactment affecting the general public.

Mr. Commissioner McLean: The confirmatory Act is a special Act within the meaning of section 3 of the Railway Act, but there is no such repugnancy between the provisions of the special Act and the Railway Act as to oust the jurisdiction of the Board in matters of train service.

Grand Trunk and Canadian Pacific Ry. Cos. v. City of Toronto (Viaduct Case), 11 Can. Ry. Cas. 38, at p. 39; Municipality of La Salle v. Canadian Pacific and New York Central Ry. Cos., 20 Can. Ry. Cas. 190, at pp. 192, 193, followed.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, November 6, 1917. *22 Can. Ry. Cas., 433.*

APPLICATION UNDER SECTION 284 OF THE RAILWAY ACT FOR AN ORDER REQUIRING THE CANADIAN PACIFIC RAILWAY COMPANY TO FURNISH SUITABLE CARS FOR CARRYING POTATOES.

Complaint was made to the Board regarding the alleged defects in the type of heated car used in the movement of potatoes from New Brunswick to Ontario and Quebec points. While it was set out in the application that the only suitable car for the shipment of potatoes during the winter season would be a heater car similar to the Eastman heater car, the matter, as it developed at the hearing, turned upon the question of improvements which it was considered should be made in the cars of the 79,000 series, used in this traffic. The Eastman car is used in shipments between United States points and also in shipments between New Brunswick points and United States points, but was not available for movements wholly within Canada. The United States initial points of shipment especially referred to as using the Eastman car were points in Maine adjacent to the potato producing sections of New Brunswick.

The Interstate Commerce Commission, in *Boston Potato Receivers' Association v. Bangor and Aroostook Rd. Co. et al, 25 I.C.C., 189,* gives a description relating to the movement from Aroostook county, Maine. From the same case it appears that the Eastman heater car charge for the service varied from $14 to $25 per car.

It further appeared that potatoes are shipped from New Brunswick points to other Canadian points in lined box cars of the 79,000 series of Canadian Pacific cars. It was also set out that in various cases box cars have been lined by shippers at their own expense, and that as the railway does not guarantee the return of the cars so lined the shipers have been subjected to considerable expense; that the lining by shippers is done where lined box cars are not immediately available. It also appeared that shippers supply stoves and fuel for the heating and send men forward in charge of the cars. It was further stated that the lined cars have proved unsatisfactory, and that losses were incurred and damages sustained which had not been paid by the railway company. It further appeared that the main matter to be considered was frost damage.

Held, Commissioner McLean in his judgment, November 6, 1917, concurred in by Assistant Chief Commissioner Scott, that the equipment of cars is a matter con-

cerned with operating conditions and operating efficiency, and that the matter having been carefully considered by the Board's officials, the Board was not justified in making such an experimental Order as that asked for, there being no assurance that it would, in realty, effect an improvement. Held, further, that this is without prejudice to any application that may be launched in the event of the improvements made not adequately taking care of the situation, and that the Board would also from time to time check up the operating efficiency of the equipment alloted to this traffic. *24 Can. Ry. Cas. 46.*

Re APPLICATION OF LOCAL IMPROVEMENT DISTRICT NO. 190, OKOTOKS, ALTA., FOR A CROSSING OVER THE MACLEOD BRANCH OF THE CALGARY AND EDMONTON RAILWAY AT ALDERSYDE, ALTA.

After hearing the parties at a sittings held in Calgary, a personal inspection of the crossing for which the municipality applied was made by the Commissioners. The railway company suggested the diversion of the highway southerly parallel with the company's tracks, and it appeared that the arrangement would eliminate the crossing of two sidings, but that there would be still two main line tracks to be crossed.

Held, Assistant Chief Commissioner Scott in his judgment, November 12, 1917, concurred in by Commissioner McLean, that the application should be granted, and that the crossing should be made on the line of the highway.

NEWMAN *v.* EDMONTON, DUNVEGAN & BRITISH COLUMBIA RAILWAY COMPANY.

Lower or joint tolls will not be granted to a retail dealer, in a distant point (such as Winnipeg), seeking to do a mail-order business (L.C.L. lots) through a well-established distributing point (such as Edmonton, 848 miles from Winnipeg), into territory tributary thereto (the Peace River country), which would give the shipper a toll lower than the local toll at the distributing point (Edmonton).

In re Western Tolls (*Western Tolls Case*), *17 Can. Ry. Cas., 123,* at p. 156; *In re Edmonton, Dunvegan & British Columbia Ry. Co.* (*Mountain Scale Tolls Case*), *22 Can. Ry. Cas. 1.* referred to.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner McLean, November 15, 1917, *22 Can. Ry. Cas., 399.*

Re VIRDEN SUBWAY UNDER CANADIAN PACIFIC RAILWAY.

The Board by an Order, dated November 29, 1916, directed the Canadian Pacific Railway Company to build a pedestrian subway under its tracks in the town of Virden, Man. It was further provided in the Order that should an extension of the subway in the future be necessary the cost of such extension should be borne equally by the parties.

Before commencing the construction of the subway, the railway company, in order to insure the payment of one-half the cost by the municipality, asked that a certain amount of cash be deposited in a bank to the credit of the Board as security. Although the railway company had at first wanted a larger amount, it was subsequently arranged that the town were to put up a bond of $5,000 as security for its contribution towards the subway.

The railway company submitted that the total cost of the subway would be in excess of $10,000 and asked for an increase in the amount of the security given. It further appeared that the work was under way but the subway was not yet completed.

Held, Assistant Chief Commissioner Scott in his judgment, November 16, 1917, concurred in by Commissioner McLean, that the town of Virden should at once pay to the railway company the sum of $5,241.22, which was one-half of the total amount spent on the undertaking.

APPLICATION OF THE TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY TO PERMANENTLY DIVERT AND CLOSE CERTAIN STREETS IN THE MUNICIPAL CORPORATION OF THE TOWNSHIP OF WELLAND AND TOWNSHIP OF BERTIE, ONT.

It appeared at the hearing that no objection was made to the application, and that there was no question whatever as to the necessity in the public interest of the added railway facilities that the application made possible. It further appeared that the diversion was also in case of highway traffic, in that the diagonal crossing over the main line of the Michigan Central and Grand Trunk Companies by the Bowen road was done away with, the traffic being diverted into the Thompson Road subway. The closing of parts of Thompson and Phipp streets, giving these highways an entrance to the subway on high ground where a proper view could be had, instead of in a fill, was also in case of the highway user. It further appeared that the parties did not agree as to the conditions under which the work should be done.

Held, Chief Commissioner Drayton in his judgment, November 29, 1917, concurred in by Assistant Chief Commissioner Scott, Commissioners McLean and Boyce, that the work in question should be authorized and that an Order should go as applied for, except that no Order could be made on the application of the company for authority to expropriate certain property, no proper case having been made out in this regard. Held, further, that there was no reason why the question of the apportionment of costs ought not to be considered after the work had been done and its results rendered apparent.

Re APPLICATION OF TOWN OF WALKERVILLE FOR PROTECTION AT CROSSING OF TRACKS OF THE GRAND TRUNK AND PERE MARQUETTE RAILWAY COMPANIES OVER THE DEVONSHIRE ROAD.

It appeared from the evidence that the Devonshire road was an old and important highway leading to the wharf used by the ferry between Walkerville and Detroit; that the Devonshire road was junior to the G.T.R. Company but senior to the P.M.R.; that the Grand Trunk crossing was protected by gates operated day and night.

Held, Assistant Chief Commissioner Scott in his judgment, November 29, 1917, concurred in by Commissioners McLean and Boyce, that the gates should be operated from a tower where a better view of the trains could be had, and that the Pere Marquette tracks should also be protected by gates which could be operated from the same tower by the same man who operated the Grand Trunk gates, and the cost apportioned between the parties interested. *24 Can. Ry. Cas.*

Re PROTECTION AT WALKER ROAD CROSSING, GRAND TRUNK RAILWAY AND PÈRE MARQUETTE RAILROAD, IN THE TOWN OF WALKERVILLE, ONT.

It appeared from the evidence that there was no protection at present at the crossing of Walker road, in the town of Walkerville, over the tracks of the Grand Trunk Railway and the Père Marquette Railroad, other than an electric bell which was operated from a push-button and not electrically bonded with the tracks of the railway.

Held, Assistant Chief Commissioner Scott in his judgment, November 30, 1917, concurred in by Commissioners McLean and Boyce, that the protection afforded was inadequate, that the crossing was a dangerous one, and the Board directed that the crossing be protected by gates operated day and night from a tower, the cost to be distributed in the proportion set forth in the judgment. *24 Can. Ry. Cas.*

CITY OF MONTREAL *v.* GRAND TRUNK RAILWAY COMPANY.

In apportioning the cost of protection at railway crossings of highways which have been in existence for many years, the volume of traffic on the highway and railway respectively, which has made the crossing dangerous, is an element to which more weight should be given than the question of seniority merely.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by the Deputy Chief Commissioner and Mr. Commissioner Goodeve, December 1, 1917. *22 Can. Ry. Cas., 444.*

JURISDICTION—RAILWAY ON HIGHWAY—CITY OF MONTREAL *v.* CANADIAN PACIFIC RAILWAY COMPANY.

(*Longue Pointe Spur Case.*)

In dismissing an application by a railway company to construct a spur on a highway, the Board has no jurisdiction to impose terms on the municipality concerned as to the use it should make of the highway in question. The Board's jurisdiction is confined to authorizing the construction and maintenance of the railway on the highway.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, dated December 4, 1917. *21 Can. Ry. Cas. 224.*

TOWN OF THE PAS *v.* GREAT NORTHWESTERN TELEGRAPH COMPANY.

The Board has recognized that while, in general, telegraph tolls must be looked at from the standpoint of a general scheme, yet where business is in a development stage the isolation of the telegraph line and the particular facts of the particular section should be considered.

In re Telegraph Tolls, 20 Can. Ry. Cas. 1, at pp. 18, 21, 31, 58, 59, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott and Mr. Commissioner Goodeve, December 4, 1917. *22 Can. Ry. Cas., 402.*

Re APPLICATION OF TOWN OF MONTREAL EAST TO CONSTRUCT HIGHWAYS ACROSS THE LINE OF THE CANADIAN NORTHERN RAILWAY COMPANY AT CHAMPETRE AVENUE, GAMBLE AVENUE AND GEORGE V. AVENUE.

Held, Assistant Chief Commissioner Scott in his judgment, December 5, 1917, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, after visiting the location of the different crossings applied for, that no necessity existed for the opening of George V. avenue across the railway; that Gamble avenue should be opened, and that instead of opening Champetre avenue the next street, known as Boulevard Montreal East, should be opened across the railway, and that all work in connection with the crossings authorized should be done at the cost of the municipality.

Re REFRIGERATOR CARS FOR THE TRANSPORTATION OF MILK WHERE A SPECIAL MILK CAR IS USED FOR THE PURPOSE.

The Baby Welfare Committee of the University Settlement of Montreal pointed out to the Board that the cars used for the transportation of milk in the summer time are not equipped with ice or any other cooling process, and that, therefore, the milk arrived in the city of Montreal overheated and damaged for public consumption.

It appeared from the evidence that there were a number of trains running into Montreal which carried milk and that some of the runs took over four hours to reach the city, and that in some cases special cars were used for the carrying of milk; that no provision was made for the milk being brought to a low temperature before shipment; that in some cases it was pre-cooled, but in others not.

Held, Assistant Chief Commissioner Scott in his judgment, December 5, 1917, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, that at the present time, owing to the very large shipments of meats and other perishable articles for overseas which had to be carried in refrigerator cars, it would not be reasonable for the Board to require the railway companies to supply refrigerator cars for the transportation of milk to Montreal.

Re HIGHWAY CROSSING NOTRE DAME STREET, MONTREAL, OVER TRACKS OF CANADIAN NORTHERN QUEBEC RAILWAY AT BOUT DE L'ISLE, LAVAL DE MONTREAL.

It appeared from the evidence submitted that there have been several accidents at the crossing in question and that as a result thereof the matter had been set down for hearing at a sittings of the Board held in Montreal.

Held, Assistant Chief Commissioner Scott in his judgment, December 5, 1917, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, that the matter should be allowed to stand for six months to enable the railway company and the municipality to enter into negotiations with reference to suggested diversion of the highway, but that the crossing could not be allowed to continue in its present unprotected condition.

COMPLAINT OF CANADIAN LUMBERMEN'S ASSOCIATION RE INCREASED CARLOAD MINIMUM WEIGHTS FOR LUMBER, BOTH DOMESTIC AND EXPORT.

Complaint having been made by the Canadian Lumbermen's Association, and others, against the increased carload minimum weights for lumber, both domestic and export, to take effect on varying dates since April 22, 1917, the matter was set down for hearing and was heard at a sittings of the Board in Ottawa July 17, 1917.

It appeared that exception was taken by shippers and their representatives to the increases in so far as lumber loaded in box cars was concerned. It was also noted that the difficulties in the way of obtaining a uniform loading were recognized; also that the weight that could be loaded into a particular car varied with the density, seasoning and dimensions.

The evidence as set out in the oral testimony and in the exhibits filed, showed that in general lumber loads heavier than the old minimum and frequently heavier than the new; that there were also many instances where the load was lower than the tariff weights.

The railway companies advocated the proposed increases with a view to obtaining heavier and more efficient loading, and with the existing situation in regard to rolling stock, it was in the shippers' interest to have as efficient loading as possible, and this was not contested by the shippers at the hearing. What was involved was, therefore, what, considering all the circumstances, was reasonably heavy loading.

Held, Commissioner McLean in his judgment, December 5, 1917, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott and Commissioner Goodeve, that the checks of actual loadings made by the Board's officials were reasonable, and that the Board would accordingly order their adoption.

CANADIAN PACIFIC RAILWAY COMPANY v. SASKATOON AND MOOSEJAW BOARDS OF TRADE.

The Board may authorize the removal of a transfer track used for the interchange of traffic, when the interchange can be done at another point, resulting in economy of rolling stock movement in the public interest, thus relieving the strain on the existing facilities by removing the track and using the rails and ties at other points where there is urgent need.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott, December 17, 1917, *22 Can. Ry. Cas., 349.*

COMPLAINT OF THE NORTHERN PULP COMPANY (ONTARIO GOVERNMENT) CAMPBELLFORD, ONT., PER HYDRO ELECTRIC POWER COMMISSION, *re* CANADIAN NORTHERN RAILWAY FREIGHT TARIFF SUPPLEMENT NO. 20 TO C.R.C. NO. E-860, INCREASING FREIGHT RATES ON PULPWOOD.

This was a complaint of the Northern Pulp Company of Campbellford, Ont., through the Hydro Electric Power Commission, against the Canadian Northern Railway Freight Tariff Supplement No. 20 to C.R.C. No. E-860, increasing the freight rates on pulpwood to Campbellford.

It appeared that pulpwood is shipped from points on the Irondale, Bancroft & Ottawa and the Central Ontario Railways to Campbellford on the Grand Trunk Railway for manufacture and reshipment. The Central Ontario and the Irondale, Bancroft & Ottawa Railways are now portions of the Canadian Northern System. The haul involved is thus a two-line one, and the movement is over the Canadian Northern to Anson Junction and thence by the Grand Trunk to Campbellford.

It was stated at the hearing that Coe Hill and Maynooth were representative points of shipment. The distance from Maynooth to Anson Junction is 87 miles, while from Anson Junction to Campbellford the distance is 11·2 miles, which, for tariff purposes, may be taken as 12 miles.

The rate for some time, taking Maynooth as a representative shipping point, to Campbellford has been 4½ cents per 100 pounds, this being made up of 3 cents to the Canadian Northern and 1½ cents to the Grand Trunk. Tariffs filed, effective September 1, 1917, proposed to increase the rate in question to 6¼ cents. This rate is referred to as typical.

On complaint of the Hydro-Electric Commission of Ontario, the rates in question were suspended by Order No. 26476, of August 29, 1917; and the matter was set down for hearing.

Held by Commissioner McLean in his judgment, December 8, 1917, concurred in by Chief Commissioner Drayton, Commissioners Goodeve and Boyce, that the C.N.R. and G.T.R. factors of the through rates compared favourably with the local rates to and beyond Anson Junction, reductions therefrom having been made on joint movement account; regard being also given to the absence of second haulage of the wood products in the case of the C.N.R.; and the through rates not being deemed unreasonable, the suspension of the joint rates as filed, should be raised.

CITY OF WINNIPEG v. CANADIAN PACIFIC RAILWAY COMPANY.

In obtaining permission from the Board to lay a water main under the railway yard of the respondent, the applicant, who is a mere licensee, should assume responsibility for all damages that may occur, arising from any negligence on the part of its employees or those of the respondent, connected with the laying, renewing or repairing of its water pipes, through the respondent's property.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, December 10, 1917, concurred in by Mr. Commissioner McLean. *23 Can. Ry. Cas., 75.*

Re WINNIPEG JOINT TERMINALS AND MIDLAND RAILWAY COMPANY OF MANITOBA.

This was a reference to the Board of the Winnipeg Joint Terminals & Midland Railway Company of Manitoba, under clause 1, of article 4, of an agreement, dated April 30, 1912, made between the Canadian Northern Railway Company, the Grand Trunk Pacific Railway Company, His Majesty the King, and the Midland Railway Company, it being agreed that the matter in dispute should be decided upon the facts and arguments of counsel, submitted in writing.

The dispute under the agreement, and, under a clause thereof, submitted for the decision of this Board is stated in the original application to this Board to be:—

> "whether or not the Midland Railway Company is liable to reimburse the Joint Terminals for monies paid to employees under the Workmen's Compensation Act of Manitoba."

The amounts so claimed against the Midland Company as its alleged proportion of such payments being as follows:—

Share of compensation		paid to	Harry Irwin	$120 73
"	"	"	E. Gorman..	18 16
"	"	"	W. W. Sills.	855 74
"	"	"	C. J. McAuley..	5 77
"	"	"	J. H. Horne.	2 99
"	"	"	J. Mason	155 75
"	"	"	Martin Dolan..	29 47

The proportion claimed being, as contended by the Terminals Company under section 4 of article 3 of the agreement.—

> "that proportion thereof (the whole) which the number of its (the Midland's) cars passing over the joint section or into and out of the terminals, as the case may be, bears to the total number of cars of all the parties passing over the joint section or into or out of the terminals."

There is no dispute as to the correctness of the proportion charged.

Held, Commissioner Boyce in his judgment, December 10, 1917, concurred in by Assistant Chief Commissioner Scott and Commissioner McLean, that the question submitted, namely, "Whether or not the Midland Railway Company is liable to reimburse the Joint Terminals for monies paid to employees under the Workmen's Compensation Act of Manitoba," should be decided in the negative.

Re OSHAWA RAILWAY COMPANY PASSENGER SERVICE.

Application was made to the Board for an Order directing the Oshawa Railway Company to furnish a passenger service to and from the Canadian Pacific Railway Company's station to the business portions of the town of Oshawa, such as they were giving to the Grand Trunk Railway Company.

It appeared that by agreements entered into between the Oshawa Railway Company and the town of Oshawa, dated May 5, 1893, and May 17, 1895, confirmed by 56 Victoria, chapters 73 and 56 Victoria, chapter 110, Ontario, the Oshawa Railway is obligated to operate a passenger service connecting with all passenger trains of the Grand Trunk Railway Company stopping at Oshawa Junction. This, in a general way, governs the time-card, there being also intermediate cars to furnish service to the citizens of Oshawa.

It also appeared that there was access by stairs from the station to Simcoe street on which the street car operated; that the Canadian Pacific station was intermediate to the Grand Trunk station.

It was submitted by the street railway company that the street cars connecting with the Grand Trunk could also render the Canadian Pacific service; but it was also admitted that this is conditional on the Grand Trunk trains and the Canadian Pacific trains being on time.

Held, Commissioner McLean in his judgment, December 11, 1917, concurred in by Chief Commissioner Drayton and Assistant Chief Commissioner Scott, that in view of the fact that the spread in the number of passengers carried between 1913 and 1916 was only 41, that there was nothing before the Board which justified it in concluding that the additional service would recoup the special costs incidental to the granting of the application, and that the Board, therefore, would not be justified in making the Order asked for.

CITY OF WINDSOR V. BELL TELEPHONE COMPANY—BELL TELEPHONE COMPANY V. CITY OF WINDSOR.

In approving the route on a highway of the Bell Telephone Company, the jurisdiction of the Board is confined to fixing such terms, conditions or limitations as refer to the lines, wires or poles within the municipality. The Board has no jurisdiction to require, as a condition, the payment of any money or the granting of free telephones to the municipality.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner McLean and Mr. Commissioner Boyce, December 11, 1917. *22 Can. Ry. Cas., 416.*

Re LAKE AND RAIL RATES, TORONTO TO WESTERN POINTS VIA CANADIAN NORTHERN RAILWAY.

The Board by an Order, dated April 12, 1917, required the Canadian Northern Railway Company to publish and file forthwith a tariff showing rates from Toronto by lake and rail, to points west of the head of the lakes, which should not exceed rates from points on the Canadian Northern east of Toronto to some destinations via rail to Toronto, and lake and rail to destination.

At that time the Canadian Northern Steamship Company (a company controlled by stock ownership by the Canadian Northern Railway Company) owned a number of vessels known as the *Ames, Pellatt, Plummer, Napleton, Beaverton,* and *Saskatoon.* These vessels were chartered to the Canada Steamship Lines and operated by that company with boats owned by that company in conjunction with the Canadian Northern Railway Company.

Held, Assistant Chief Commissioner Scott in his judgment, December 12, 1917, concurred in by Commissioner McLean, that as the Canadian Northern Steamships now owned no vessels on the lake route from Toronto to Port Arthur, and the Canadian Northern Railway Company does not "own, charter, use, etc.", any vessell on this route, within the provisions of subsection 3 of section 333, that the provisions of the "long and short haul clause" do not apply and that the Board's Order made herein should be repealed.

Re APPLICATION OF TOWN OF DUNNVILLE TO OPEN HELENA, CENTRE AND OTHER STREETS ACROSS THE GRAND TRUNK RAILWAY.

It appeared from the evidence that when the Grand Trunk Railway Company's application for leave to double track its railway over a number of streets in the town of Dunville was heard by the Board, the town of Dunville urged that the street crossings now applied for should be opened as a condition to the Grand Trunk Railway Company's application being granted. The company's application was granted, but the question of opening certain streets in the town

of Dunnville was permitted to remain in abeyance pending negotiations between the parties. The parties, however, being unable to agree as to what streets should be opened, the matter was again brought before the Board for adjudication, and the Board directed that an Order should go for the opening of Centre and Helena streets at the expense of the municipality. Judgment of Assistant Chief Commissioner Scott, dated December 12, 1917, concurred in by Commissioner Goodeve.

APPLICATION OF THE CORPORATION OF THE CITY OF HAMILTON, FOR AN ORDER OR DIRECTION ADOPTING THE RECOMMENDATIONS CONTAINED IN THE REPORT OF MESSRS. W. F. TYE AND N. CAUCHON, CONSULTING ENGINEERS, DATED JULY 3, 1917.

The Board, on September 14, 1917, received a letter from the city clerk of Hamilton, Ont., enclosing an extract from the report of the works committee of that city, adopted by the council of the corporation of the city of Hamilton, on September 11, 1917, and also the report of Messrs. Tye and Cauchon. The extract enclosed reads as follows:—

> "That the report of W. F. Tye and N. Cauchon, on the railway situation of Hamilton, Ont., as embodied in proposal 'C' be approved, and that the same be sent on to the Board of Railway Commissioners for Canada as representing the views of the city of Hamilton on the railway situation in this city and that the Board be petitioned to permit no new railway entrances into Hamilton and no new extensions, additions, or changes in existing railway works in Hamilton, or its vicinity, unless same are in accordance with said proposal, and to so notify the railway companies concerned, and that for the purpose of relieving congestion and freight traffic through the city, the railways be asked to adopt the measures proposed."

A further communication was received on October 20, 1917, from the city clerk, who forwarded a copy of the following extract from the report of the board of control, adopted by the city council at its meeting on the 17th of that month, as follows:—

> "That application be made to the Board of Railway Commissioners for Canada, requesting the Board:—
>
> "(*a*) to adopt the recommendations contained in the report of Messrs. W. F. Tye and N. Cauchon, consulting engineers, dated the 3rd day of July, 1917, upon the railway situation in Hamilton; and
>
> "(*b*) to refuse to grant permission to any railway company for the construction or maintenance of any work that would be at variance or interfere with the carrying out of the recommendations or provisions contained in the said report."

The application was heard in Hamilton on October 22, last, with an application of the Toronto, Hamilton and Buffalo Railway Company, when judgment was reserved; and a formal application has been since filed by Mr. Waddel, as follows:—

> "The corporation of the city of Hamilton, hereby applies to the Board for an Order or direction adopting the recommendations contained in the report of Messrs. W. F. Tye and N. Cauchon, consulting engineers, dated the 3rd day of July, 1917, upon the railway situation in Hamilton, a copy of which is on file with the Board, and refusing to grant permission to any railway company for the construction or maintenance of any work that would be at variance or interfere with the carrying out of the said recommendations or provisions contained in the said report."
>
> "This application is, in addition, supplementary to the application of the corporation of the city of Hamilton. File No. 28179.

Under File No. 28230, the Toronto, Hamilton and Buffalo Railway Company made its application for the Board's Order authorizing the taking by the applicant company without the consent of the owners of, *inter alia,* the lands in the application described, and in the interest of all parties claiming any right or title thereto or therein.

The application shows that the purposes for which the lands are required are:—

> "To provide more ample space than the railway company possesses for the traffic of its railway, for the construction of additional railway tracks for yard purposes, for the proper and efficient handling of coal, coke, and general merchandise, to prevent traffic congestion and to secure the efficient construction, maintenance, and operation of the railway of the applicant company."

The lands covered by the application belong to the city of Hamilton. They may be generally described as a strip of undeveloped property running from Sherman street, on the west, to Gage street, on the east, lying immediately south of the applicant railway company's property, and with a width of 120 feet.

The Tye-Cauchon report contains three proposals:—

Proposal "A" deals with "Entrance of New Lines Only."

Proposal "B" is headed "Entrance of New Lines and Elimination of present tracks on Ferguson Avenue."

These tracks belonging to the Grand Trunk, and the Toronto, Hamilton & Buffalo Railway is not interested in them.

Proposal "C" not only deals with the "Entrance of New Line," but also with "The Concentration on one right of way through the city of All Lines Existing or to be built."

As the report shows, the adoption of this proposal requires the elimination of:—

> "All Toronto, Hamilton & Buffalo Railway main lines, yards, and spurs from a point near Red Hill Creek between Stoney Creek and Bartonville, the wye at Dundurn street, west of the Hunter Street tunnel, together with the greater part of the Gage avenue cross town line."

The report further reads:—

> "The Toronto, Hamilton & Buffalo Railway Company should build a new line from a point on its main line near Red Hill Creek between Stoney Creek and Bartonville to a point on the main line of the Grand Trunk near Parkdale avenue, and to a point on the Burlington Beach line near the southern end of the beach."

In short, the adoption of the report involves the removal of the companies' railways from their present location, the elimination of the company's station, and the adoption of a right of way through Hamilton for all railways, the existing right of way of the Grand Trunk being in the main used for such purposes.

The main object of the application is entirely similar to the application made by the city, under file No. 23009—the application in that case being for an Order:—

> "Compelling the Toronto, Hamilton & Buffalo Railway Company to abondon its entrance into the city of Hamilton via Hunter street, and adopt, in conjunction with the Grand Trunk Railway system, and the Canadian Northern Ontario Railway Company, in the city of Hamilton, a common location in the north end of the city; and that the portion of the company's railway in the said city, coloured yellow on a plan hereunto annexed, be permanently diverted to the said common entrance and location, and directing the company to construct its tracks on the new route shown on the said plan as such common entrance for all railways entering the city of Hamilton."

Held, Chief Commissioner Drayton in his judgment, December 12, 1917, concurred in by Commissioner Goodeve, that the Board had no jurisdiction whatever to issue an Order adopting and carrying into effect the recommendations contained in the report, and that the application must be refused.

Held, further, that apart from all questions of jurisdiction no case had been made out by the city of Hamilton which would enable the report to be adopted.

Held, further, that with regard to the application of the Toronto, Hamilton & Buffalo Railway Company for an Order authorizing the taking by the applicant company of certain lands belonging to the city of Hamilton, that the enlargement of the Kinnear yard was at least both feasible and convenient, and that, under the circumstances, the Board had no alternative but to approve the application, unless some arrangements could be made between the parties.

CITY OF MAISONNEUVE *v.* CANADIAN NORTHERN RAILWAY COMPANY.

Where a highway crossing over a railway has not been legally established prior to April 1, 1909, it may be considered a highway crossing of the railway at grade level within the meaning of the Railway Grade Crossing Fund, section 239 (A), 8 and 9 Edward VII., chapter 32, section 7, and the Board may legalized the crossing and make a contribution of 20 per cent out of that fund towards the installation of gates, the remainder of the costs of protection to be borne by the applicants.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by the Deputy Chief Commissioner and Mr. Commissioner McLean, December 13, 1917. *22 Can. Ry. Cas., 446.*

Re APPLICATION OF MESSRS. CAYER, ANCTIL AND PROULX, FOR FARM CROSSING OVER THE TRACKS OF THE GRAND TRUNK RAILWAY.

It appeared from the evidence that none of the applicants had farm crossings although all three owned land on both sides of the railway; that the railway was senior to the rights of the applicants as it had secured its right of way by charter from the Crown.

Held, Assistant Chief Commissioner Scott in his judgment, December 14, 1917, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, that under the conditions existing it was the policy of the Board to order a crossing if it thought the circumstances warranted it, but to place the cost of construction of the crossing upon the landowner.

IN *re* INCREASE IN PASSENGER AND FREIGHT TOLLS. FILE NO. 27840.
(Increase in Rate Case.)

1. Tolls—Increase—Jurisdiction—War Measures Act, 5 Geo. V, Ch. 2 (C).

The War Measures Act, 5 George V, Ch. 2, does not confer on the Board any jurisdiction to increase tolls, or to advise the Governor in Council to increase them, in aid of the finances of carriers; the Board's jurisdiction in that regard is that given by the Railway Act.

2. Tolls—Limitation—Jurisdiction—Increase—Maximum—Special Act, 60-61 Vic. Ch. 5. (C)-Railway Act, Sec. 3.

The Act of the Parliament of Canada, 60-61 Vic. Ch. 5, providing for a subsidy to the Canadian Pacific Railway Co. in respect of the "Crow's Nest line" and for a limitation of freight tolls on lines then in operation between Fort William and points to the west thereof, is a special Act within the meaning of sec. 3 of the Rail-

way Act. It therefore over-rides any provisions of the Railway Act inconsistent with it and limits the general jurisdiction of the Board as to tolls. The Board has no power to advance tolls on the Canadian Pacific Railway within that territory beyond the maximum fixed by the special Act.

3. Tolls—Limitation—Jurisdiction—R. S. M. 1901, Ch. 39, 1 Edw. VII, Ch. 58 (C), Sec. 3—"General Advantage of Canada."

The Act of the Legislature of Manitoba (Manitoba statutes, 1901, ch. 39) limiting tolls to be charged over lines of the Canadian Northern Railway System within that province is ultra vires as regards the Canadian Northern Ry. Co., a Dominion corporation; and as regards subsidiary companies incorporated by the province and subsequently declared to be for the general advantage of Canada; it is superseded by the Railway Act in so far as the two are inconsistent and also by 1 Edw. VII, ch. 53, sec. 3 (Dom.); so that the Board's General jurisdiction under the Railway Act as to tolls is not limited or affected thereby.

4. Tolls—Increase—Lower—Limitation—Jurisdiction—Unjust Discrimination.

The Board in considering tolls to be authorized declined to give effect to an agreement to limit tolls made between a railway company and a province and confirmed by provincial legislation, where the company had afterwards passed under Dominion jurisdiction, and the agreement if observed would either have prevented an increase of tolls necessary in the public interest, or resulted in discriminatory lower tolls in that province as compared with other provinces with similar conditions.

(Crow's Nest Pass Coal Co. v. Canadian Pacific Ry. Co., 8 Can. Ry. Cas. 33, at p. 41; Regina Board of Trade v. Canadian Pacific and Canadian Northern Ry. Co. (Regina Toll Case), 11 Can. Ry. Cas. 380, at p. 391, followed.)

5. Tolls—Unremunerative—Fair—Just.

The Board can neither order nor enforce tolls which are unremunerative to the carriers without infringing the principle of the Railway Act by denying carriers a fair and just toll.

6. Tolls—Low—High—Unreasonable—Cost of Service.

An unduly low rate constitutes an unreasonable rate just as much as an unreasonably high one and the question whether a rate is unduly low or unduly high can only be determined with a knowledge of the cost entailed by the service.

7. Tolls—Limitation—Low—Reasonable—Agreement—Unremunerative and Improvident—Maintenance and Operation—Public Interest.

An agreement to limit tolls entered into by a railway company will not be enforced or regarded by the Board unless made binding upon the Board by valid enactment, if it is found that the tolls agreed upon are unremunerative and improvident, so that the railway cannot be properly maintained and operated. In the public interest, when tolls reserved by contract prove unreasonably low in the face of changed conditions and increased costs, the tolls must be made reasonable notwithstanding the contract.

(British Columbia Pacific Coast Cities v. Canadian Pacific Ry. Co. (Vancouver Interior Rates Case), 7 Can. Ry. Cas. 125, at p. 146, followed.)

8. Tolls—Similar—Increase—Maximum—Unjust Discrimination—Statue, 60-61 Vic. Ch. 5 (C).

Holding that under 60-61 Victoria, ch. 5, it could not increase rates beyond the maximum rates thereby fixed on lines of the C.P.R. Co. in operation when that Act was passed, the Board also held that to prevent discrimination the same maximum should be applied to the whole system of that company as now operated; and that similar rates must be applied to other railways in the territory affected.

9. Tolls—Unremunerative and Insufficient—Standard—Increase—Maximum—Service —Proper Agreement—60-61 Vic. Ch. 5 (C).

The Board having regard to increased cost of maintenance and operation and finding that tolls theretofore charged had been unremunerative and insufficient to ensure a proper service, authorized the railway companies concerned to submit new standard freight and passenger tariffs providing for a general increase of maximum mileage tolls on a percentage basis, subject to the Crow's Nest Pass agreement and statute (60-61 Victoria, ch. 5), and to certain provisions and exceptions set out in the judgment of the Board.

"A general application for an increase in passenger and freight tolls throughout Canada on the ground of the increase in operating expenses, owing largely to war conditions.

"The application was heard at various times and places.

"The facts are fully set out in the reasons for judgment of the Chief Commissioner, dated December 26, 1917, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel, Commissioner McLean and Commissioner Goodeve." 22 Can. Ry. Cas. 49.

The first application filed was that of the Canadian Northern Railway Company on behalf of itself and all other railway companies operating in Canada. Applications largely similar in form and all having the same object have since been filed by the Toronto, Hamilton and Buffalo, Grand Trunk, Grand Trunk Pacific, Père Marquette, New York Central, Michigan Central, Canadian Pacific, Kettle Valley, and Great Northern Railway Companies.

The grounds upon which the applications were made are stated shortly in the Canadian Northern Railway's application, as follows:—

> "Nothing is more essential to the welfare of Canada, whether considered in its own interests or as a part of the Empire, than that the railways operating within its borders should be in a position to respond immediately and effectively to the fullest demands made upon them, either by the general commerce of the country or in connection with the defence of the realm.
>
> "Every industry, whether engaged in war preparation or in the manufacture of commercial commodities, and every individual in Canada is affected, either directly or indirectly, by the efficiency or inefficiency of transportation facilities, and while at the present time, owing to scarcity of skilled labour and other causes due to the war, it may not be possible to maintain the transportation service in a condition of highest efficiency, it is an imperative duty on the part of every one to see that the service is adequately sustained.
>
> "The applicants claim that under the present revenues and rates applicable to their enterprises it is impossible to adequately sustain their service, to make needed betterments, or to meet the enormous decreases in net operating income attributable to the very substantial increased cost of fuel coal, materials, supplies, equipment of all kinds and wages entering into the maintenance and operation of their railways.

"The applicants submit herewith a summarized statement showing that upon the Canadian Northern system alone the increase cost to it of fuel coal, materials and equipment for the ensuing year as compared with the prices in the year just closed and prepared on the assumed basis of the same quantity of business and the same volume of traffic in the two respective years will amount to over five millions of dollars; that these increases are attributable to the horizontal advance in the prices of fuel coal and other commodities purchased by the applicants in the United States and Canada as required, and are also in part attributable to increased duties, war taxes, and increased transportation costs of connecting carriers, both lake and rail, on imported materials. Since the rates of the railway companies are absolutely fixed under the Railway Act, the applicants are powerless to increase their revenue, to equalize or even to approach equalization of this increased cost in fuel coal and other commodities, and they are faced with a huge deficit in net operating income unless immediate relief is granted.

"Substantial increases in both freigth and passenger rates are therefore imperatively necessary, and the emergency requires that the relief granted should be made in the most expeditious manner and with the least possible delay.

"If advances in rates be proposed and filed with the Board in compliance with its present rules governing the publication of tariffs, a long delay must necessarily ensue before such tariff publication can be prepared and made effective, and for these reasons it is deemed expedient that any advances permitted should be made by virtue of the War Measures Act and that the Board upon the passage of any Order in Council as may be recommended by the Board should permit the publication of flat percentage advances to existing tariffs by supplementary tariffs filed with the Board and that such supplementary tariffs should be published and made effective at the earliest possible moment."

The applications as originally filed were unaccompanied by notices to representative public bodies. Under the direction of the Board, notices were given. The following public hearings have taken place:—

At Victoria on June 5.
At Vancouver on June 6.
At Toronto on June 12.
At Nelson on June 16.
At Calgary on June 18.
At Edmonton on June 19.
At Montreal and Saskatoon on June 20.
At Regina on June 21.
At Winnipeg on June 22.
At Fort William on June 25.

At some points the application has been opposed without qualification; at other points a qualified opposition has been raised; while at others no objection is taken.

Some of the larger shippers, in views of the admitted increased cost of railway service, have looked upon the increase as inevitable. The Quaker Oats Company writes that it is agreeable to such general advances in freight rates, as in the opinion of the Board, seem to be justified by conditions now existing.

The secretary of the Hamilton Board of Trade was instructed to advise this Board that no objection would be taken, provided such advance was shown to be justified. That Board was at difficulty, however, in understanding why an increase of 10 per cent, 12 per cent, or some other percentage rate was not adopted; and taking the position that, if the Railway Board determines that the railways are entitled to an advance as

a temporary measure, the privilege be confined to some specific, definite time. The suggestion made was a year, and at the end of that time the present rates should automatically come into effect.

Mr. Georgeson, who appeared for the Calgary Board of Trade, thus states the position of his Board:—

"Calgary will not submit any evidence on this question. It agrees that the cost of operation has increased, particularly in the items of fuel and wages. We have no means of knowing whether the proposed increase is necessary or not. The Commission can secure the necessary evidence from the railroads, and we will leave the matter in your hands for adjustment. We cannot tell whether 5 per cent or 25 per cent is sufficient. We have no means of offering any evidence. We do agree to the general principle that there are reasons why there should be an increase of rates."

The submission of the Toronto Board of Trade is as follows:—

"On behalf of interested members this Board submits that the transportation service generally has been and is at present inadequate, and it is feared that owing to the financial position of certain companies, lacking materials and equipment at a greatly increased cost, conditions will not improve unless the necessary capital is expended to meet these requirements and it is imperative that immediate action be taken to meet the emergney.

"To this end I am instructed to state that if the Board of Railway Commissioners decides that the exigencies of the situation may best be met, and the required service provided and maintained, by granting an increase in rates not exceeding 15 per cent, this Board will not offer opposition thereto provided:—

"1. That coal and coke and such articles or commodities as are of little value and carry relatively heavy freight charges, such as crushed stone, sand, clay, gravel, etc., shall be exempt therefrom;

"2. That tolls covering such regulations and services as switching, weighing, demurrage, refrigeration, car service, transfer, diversion, reconsigning, heating, storage, elevation, or other special services, shall be exempt therefrom;

"3. That the advance in rates be distinctly considered as an emergency measure and that such rates shall remain in effect for a limited period to be determined by the Board of Railway Commissioners."

The Quebec Board of Trade say:—

"The demand of the railway companies of Canada to be allowed to increase their freight and passenger tariffs by 15 per cent, has been referred to the chairman of our transportation committee, Mr. Alex. Hardy, for study. In accordance with his report, with which our council concur, and on account of his long experience in such matters, and in view of the fact that the cost of coal and all operating expenses has greatly increased—temporarily we hope—we would recommend that the Railway Commission should allow an increase in freight and passenger rates of 10 per cent for one year from the date of its going into force, upon the following conditions:—

"1. That the increase shall be for one year only, and that at the expiration of that time the present tariffs shall again come into force;

"2. That so as to indicate its temporary nature and to avoid the necessity of making new tariffs, the railways shall be authorized for 12 months to add 10 per cent at the foot of all their freight bills and to collect 10 per cent extra on all tickets sold;

"3. We do not consider that the extra flat rate of 15 cents per ton upon coal, irrespective of distances, is equitable. The 10 per cent should apply upon this item also, instead of 15 cents per ton, but not to exceed 15 cents per ton in any case.

"4. We would recommend that no increase be allowed on wheat or other grain to Canadian seaports for export. We consider this imperative, so as to put a stop to the lamentable diversion of our western grain trade to New York and other United States seaports, which last year took away two-thirds of our western grain trade."

Mr. Fisher, who appeared for the Edmonton Board of Trade, is reported as follows:—

"The matter was discussed fully by the committee and the council of the Board and at a very largely attended meeting. This was the result of the general meeting, on June 12, and I will submit the resolution to you:—

"Resolved that while some general advance in railway tariffs may prove necessary as a temporary measure in view of the increased cost of operation, this Board had been unable to elicit from the Canadian Freight Association any information as to the relationship between the increase that has taken place in the cost of operation and the increase in revenue which would result from the proposed general increase in tolls. Consequently it is urged that such increase should be permitted only after it has been clearly shown to the satisfaction of the Board of Railway Commissioners that such increase is necessary to enable the railways to continue to afford satisfactory service to the public; and that it be clearly understood that any increase permitted is of a purely temporary character owing to abnormal conditions and not to be continued in effect after conditions have become normal."

"You will see there, sir, that the Board does not take exception to the idea of an advance in rates, if necessary."

"The CHIEF COMMISSIONER: All you want to see is that it is kept down to a fair figure."

"Mr. FISHER: Yes, just what is absolutely necessary."

Mr. Tilson, who appeared with Mr. Hutchison for the Montreal Board of Trade, read into the record the following resolution, as representing the views of that Board:—

"I beg to say that the council of this Board having requested its Transportation Bureau Committee and the several branch associations of the Board to consider and report regarding the application of the railways to the Board of Railway Commissioners for a recommendation to the Governor General in Council for the passage of an Order in Council under the War Measures Act, 1914, permitting a general advance of 15 per cent on existing tariffs covering freight and passenger tolls, including a specific advance of 15 cents per ton on coal, a joint meeting of the Transportation Bureau Committee and representatives of the Corn Exchange Association, the Wholesale Drygoods Association, the Metal and Hardware Association, the Lumber Association, the Produce Merchants Association and the Wholesale Liquor Association was held this afternoon, when the joint views were embodied in a draft resolution, which draft was considered by the council of this Board at a special meeting held this afternoon, when after full consideration of the same, it unanimously adopted it as follows for communication to your Board:—

"Resolved that the council of the Montreal Board of Trade, recognizing the need of an improved service and the need of the railway companies for financial assistance to enable them to provide the necessary

equipment and additional facilities as well as to cover the increased cost of labour, coal and supplies, will not oppose the application of the railway companies for a general advance on existing tariffs covering freight and passenger tolls, except with regard to the following conditions:—

"1. That the amount of the increase shall be such as the Board of Railway Commissioners is convinced from evidence submitted is necessary under present abnormal conditions, but that it shall not exceed 15 per cent."

"I may say, Mr. Chairman, that this was merely included in the resolution, so that it would be in the record."

"2. That such increases do not apply to terminal rates, charges and allowances or absorptions and rates and charges for demurrage, weighing, switching, car service, transfer, diversion, reconsignment, refrigeration, icing, storage, elevation, and other transit or special services.

"3. That owing to the general hardship involved by the current high prices that no advance be made as applying to coal and coke, and that consideration be given as to the wisdom of applying advances to low grade commodities such as crushed stone, sand, clay and gravel, etc., etc."

"We mean that perhaps the Board might, in taking different districts, think that in some cases on low class commodities 15 per cent would be too high, that perhaps under some conditions it might be too high to add 15 per cent on crushed stone, sand and gravel."

"4. That the advance be distinctly regarded as a measure of emergency, and therefore that any advance that may be granted shall apply for a period of one year only, when any extension of that period which might then be asked for by the railway companies could, if conditions warrant it, be considered by the Board of Railway Commissioners."

"We thought that if advance was granted by the Board there should be a fixed limit, not an indefinite limit, and that if conditions were not such that the roads could operate under the old tolls they could make another application to the Board at some future time.

"I am to add that the Council is of opinion that in the case of contracts entered into by shippers prior to the notice of application by the railway companies for an advance in their rates, in event of your Board granting any advance, consideration should be given to such contracts.

Mr. Harrington, who appeared for the Retail Coal Dealers, submitted the following resolution of his association:—

"We realize the necessity of granting to the applicants at this time a substantial increase in freight and passenger rates, so that an efficient service may be assured by them.

"We would, however, respectfully present:—

"(*a*) That inasmuch as the applicants have invoked the War Measures Act, so that an Order in Council may relieve them from the regulations prescribed by the Railway Act, that any increase which your honourable Board may in its wisdom deem necessary to the carrying on of its enterprises set forth by the applicants, must be made subject to the duration of such War Measures Act.

"(*b*) That assurances must be given by the applicants that the revenue to be derived from such increase in rates shall be extended by the applicants in the securing and contributing of adequate services, by the immediate acquisition of the necessary materials, supplies and equipment, and in the payment of the necessary wages to competent labour to maintain such equipment in the highest possible state of efficiency.

"(*c*) That both anthracite and bituminous coal be included in the percentage advance of 15 per cent, with a maximum charge of 15 cents per ton, and not

subjected to the specific charge of 15 cents per ton, as asked for by the applicants, and I have added to the above, and subject to a further reduction by participation by Canadian lines in such increase in coal traffic as may be authorized by the United States Interstate Commerce Commission."

Mr. Sclanders, who appeared for the Saskatoon Board of Trade, stated that the shippers of Saskatoon recognized that it would be an economic fallacy of the most dangerous kind to starve our transportation companies in a country where transportation is one of our fundamental economic problems; but, at the same time, he very reasonably stated that he wanted to be sure that the increase that is demanded is reasonable.

Mr. Sclanders also pointed out that with his present information he was unable to reconcile the drastic demand of 15 per cent increase in freight and passenger rates in face of the increased net earnings of the railway companies.

Mr. Sclanders finished his argument with the following statement:—

"Therefore, Mr. Chairman, we would be exceedingly glad if the Board of Railway Commissioners would investigate this situation, and thereafter inform us what in their judgment the railway companies ought to get. If an increase in freight rates and passenger rates is necessary in your judgment after investigation, and if that increase is necessary for the maintenance of our railways in a reasonable degree of efficiency, why, I think you will find that the West will not be behind. We are willing to bear our own share of the burden, but we do not wish to bear too much. We do not wish to have our fundamental economic handicap unnecessarily accentuated."

Mr. McDonald, who appeared for the Regina Board of Trade, said:—

"Referring to this application and the table indicating the increase, we desire to emphasize that if the increase applied for by the Railway Freight Association is necessary in order to meet the increased charges as referred to by Mr. Hinton, this Board has no objection to the raise. We are of opinion that under existing conditions, however, the increase is not justifiable, inasmuch as there are few organizations that are in a position to profit in consequence of the war to the extent of the transportation companies. We believe that that should be borne in mind. We believe, too, that that is borne out by the weekly and monthly statements of the business by the various railway companies."

"The position the Board desires to take is that the Railway Commission provide itself with figures obtained from absolute audits of receipts and expenditures of the various railway companies, and if in the opinion of the Commission the increase is necessary, then we concur."

"The Board further takes the position that whatever increase, if any, the Board may decide upon, it should be based upon conditions prevailing under the freight schedules as of the 25th April, 1917.

"Of course it is to be understood as a war measure."

"The CHIEF COMMISSIONER: Purely temporary?"

"Mr. MCDONALD: To determine at the expiration of the war. That is about all we care to say with respect to it."

Mr. Starkey, who appeared for the Nelson Board of Trade, urged that if the Commission decided that the railway companies were entitled to an advance, it should not be put upon a 15 per cent basis; that the effect of a flat increase would be to put Nelson at a still greater disadvantage in its competition with coast cities. Mr. Walsh representing the Canadian Manufacturers Association, at the hearing at Winnipeg, read into the record the following resolution:—

"The Canadian Manufacturers' Association will not oppose such increase in rates, not exceeding 15 per cent, as the Board of Railway Commissioners may

consider proper, with the exception of tariffs covering coal, coke, milling-in-transit and similar services, and after giving proper consideration to such articles as are of little value and carry very heavy freight charges, like crushed stone, sand and gravel, on the following conditions:—

"1. That it be considered strictly as a war measure.

"2. That the Board can satisfy themselves that this increase will enable the railways to provide an adequate service throughout.

"3. That it shall remain in force for a limited period, to be determined by the Board."

Mr. Ingram representing the Canadian Manufacturers' Association of Western Canada, concurred in this resolution and dwelt upon the paramount importance of equipment and service.

Mr. Benson, speaking for the Winnipeg Implement Association, said:—

"We feel that we can safely leave this in the hands of the Board. There is no question but what the prices of everything have been advanced, and this is, according to our interpretation, a war measure. We feel that the request of the railway companies should be granted, provided that your Board feels it is necessary for them to have 15 per cent. But we are satisfied to leave the matter of percentage of increase in your hands."

The general effect, of the above is a recognition of a change in conditions brought about by the war, of increased costs, and the necessity of some action. Other public bodies opposed the application "in toto" and objected to any relief being accorded to the railways. The Board of Trade of Duncan, B.C., passed the following resolution:—

"Resolved that this Board of Trade protest against any increase in freight rates west of the Great Lakes, inasmuch as the last year was the record of any year for Canadian railways, and the present high freights form a serious bar to the economic development of the West."

The Revelstoke Board of Trade expressed themselves as opposed to any advance being allowed, either directly or indirectly, claiming that the statements of earnings do not warrant any increases whatever.

The Vancouver Board of Trade was represented at the sittings, by Mr. Shalleross, who submitted, among other matters, the following resolution:—

"That the Committee is opposed to the application of the railway companies for an increase of 15 per cent on freight and passenger rates.

"In support of their protest the committee submits the following, and urges your earnest consideration thereof:—

"The committee assumes that the main justification for an application to increase rates at this time would be because of a reduction in the net revenues or an increase in the operating ratio sufficient to gravely threaten the financial standing of the railways.

"From the Government blue books, the committee obtained the following figures:—

	Gross Earnings.	Net Earnings.	Operating Ratio.
1913	$256,702,703	$ 74,691,012	70.9
1914	243,083,539	64,108,280	73.6
1915	199,843,072	52,111,972	73.9
1916	261,888,657	81,346,394	68.93
	$961,517,971	$272,257,658	287.33
Average per annum	$240,379,492	$ 68,064,411	71.83
1916	261,888,657	81,346,394	68.93
	*$ 21,509,165	†$ 13,281,980	‡ 2.90

*Increase for 1916 over average. †Increase. ‡Decrease for 1916 over average.

"From the foregoing it will be seen that for the four years 1913 to 1916, inclusive, the gross and net earnings show a marked increase, whilst the operating ratio shows a decrease of 2·90 per cent in 1916 compared with the four years' average.

"In the foregoing circumstances the committee had hopes that the railway companies would consider a reduction both in the passenger and freight rates.

"To a very substantial extent the freight charged the people of Vancouver by the railways emanates from eastern seaports or adjacent points. An increase of 15 per cent from these points would probably not be urged by the railway companies if the people of Vancouver were permitted to make use of the Panama Canal. As the Board is no doubt aware, this waterway can only be used by the residents of the Canadian Pacific coast with the consent of the Dominion Government, by which we mean the appointment of a Canadian customs officer at New York. That this appointment be made, has been requested by the Board of Trade on many occasions, and as many times denied, by the Dominion Government.

"If an increase in the freight rates can be justified by the railways then we urge that this increase should not be made to apply in the local rates in British Columbia. The transportation committee would remind the Board that in its judgment in the Western rate case the Board applied a standard scale to the Pacific division, approximately 30 per cent higher than that applied on the Prairie.

"In these circumstances the committee feels that this province is already carrying more than its share of the load."

Mr. Shalleross also objected to any increase whatever in passenger rates, basing his objection on the ground that passenger rates in British Columbia were four cents a mile as compared with three cents a mile east of Calgary.

Specific objections to the increase were also taken at Vancouver on behalf of the lumber trade. Among other matters it was urged that if any advance should be allowed on a percentage basis, present differential existing between the different producing centres would be upset; but that if an increase had to be given the increase should be a flat rather than a percentage increase, the effect of which would be to exaggerate existing differentials. It was strongly urged for the Coast Mills that their present relative position with other producing centres be not disturbed. Great stress was also laid on the fact that much lumber was ordered in advance and accepted on the basis of the old rate, and that a reasonable time should be allowed the trade within which to complete existing contracts so accepted.

Mr. Adolph took a similar ground on behalf of the Interior Mills of British Columbia, arguing in favour of a flat advance, and that slabs and wood refuse used for fuel ought to be treated in the same manner as coal.

Mr. Campbell, on behalf of the Fruit Growers, protested strongly against advances in the Canadian fruit rate on account of no similar advances in American rates.

At the Toronto sittings special objections were raised by dealers in crushed stone and sewer pipes, and by canners, fruit growers, and livestock interests. Mr. White, who appeared for the livestock interests relying on the results obtained from Canadian Pacific operation as an answer to the application.

The application was also opposed at Toronto by the Board of Trade of Kitchener and the Kitchener Manufacturers' Association. The position taken by the Association, along with the executive of the Board of Trade, was that assistance should come from the Government in the form of a loan, or something of that nature, rather than

a tax on the shipper. Mr. Moody, who appeared on behalf of the Association, stated that in his belief some of the railway companies required assistance, but insisted that it should not be given through an advance in rates. The following resolution was put on the record:—

"That in view of the reports of the Commission appointed by the Dominion Government to investigate the railway situation in Canada, and the necessity pointed out in both the minority and the majority reports, for the Government of Canada to take over the Canadian Northern Railway, the Grand Trunk Pacific Railway and the Grand Trunk Railway:—

"Be it resolved that this Association go on record as against any increase in freight or passenger rates as asked for by the railways of Canada, at least until the question of Government ownership of railways is finally decided.

"Should, however, the Railway Commissioners of Canada decide that an increase in freight and passenger rates is required to provide equipment for the railways of Canada in order that proper railway service may be given to the Canadian public, and if possible a recurrence of conditions as they existed in the winter of 1916-1917 may be avoided.

"That the proposed increase in freight and passenger rates of 15 per cent, or whatever percentage of increase in these rates may be required in the judgment of the Railway Commissioners of Canada, be levied in the form of a Government tax, to be placed at the disposal of the Railway Commissioners of Canada, to provide a reserve of railway equipment, to be leased by the Railway Commissioners to the railways requiring additional equipment."

Mr. Moody also appeared at the sittings in Montreal, when he stated:—

"After making my report to the Kitchener Manufacturers' Association, Mr. Chairman, they asked me to return and explain their opposition to the manner in which this grant is being asked for by the railways.

"They do not wish to be misunderstood in the fact that they realize that the railways must have assistance, but it is the manner in which this money is to be derived; that is where they get their objection.

"They claim that the railways are a national interest, and that they must be maintained. They also feel that while the railways are of national benefit, the grant or loan or assistance should come from the Dominion of Canada at large, and should be supplied out of the general funds. That would eliminate a whole lot of difficulties and details. The Government would be simply assisting the railways to the extent they are asking, and those that do not require it would not need to be assisted.

"I made my report to the executive as complete as any one could be expected to do, from the applications that were set forth at Toronto.

"What I understand is that there are two of these railways badly in need of assistance, and that it should come immediately.

"If these two railways could be assisted out of the general funds, we as manufacturers would not be saddled with what you might call a doubled up percentage. . . . . .

". . . . . The only thing we are looking for is that these railways will be nationalized probably before the time expires during which these people are asking for this advance rate."

Mr. Waldron appeared at the Toronto sittings on behalf of the United Farmers of Ontario, when he stated that it was perfectly clear that where railway freight rates are regulated rates must be permitted to rise according as commodities and labour rise in value. He stated that his clients regarded with great apprehension the

presentation of the demand in the manner in which it was presented that day. In short, Mr. Waldron challenged the right of the Board to make any recommendation whatever under the War Measures Act, and that the present application was not such as was contemplated by Parliament when passing that statute. He also claimed that the additional rates would add the sum of $39,000,000 a year to the freight charges collected by the railways, and that probably of that sum more than eighteen and one-half million dollars would accrue to the benefit of the Canadian Pacific Railway, $5,321,000 to the Canadian Northern, and $5,873,256 to the Grand Trunk Railway, with the result that, in his view, one system requiring no assistance would, under the present application, receive $18,500,000 in order that justice might be done the Canadian Northern and the Grand Trunk.

On being asked by the Assistant Chief Commissioner how he would work it out; whether he would allow the increase to the Grand Trunk and advise the people that they should ship by the road which has the higher rates Mr. Waldron answered:—

> "I do not profess to offer a solution of that great difficulty, Mr. Chairman. One solution is offered by Sir Henry Drayton and Mr. Acworth, another by Mr. Smith.
>
> "What you are asked to do here is to proceed and solve it in another way which I understand these gentlemen refuse to accept. That is one of the obstacles and one of the objections which I make to this application."

At Winnipeg, Mr. Martin, who appeared for the Board of Trade, objected entirely to any increase at all. He dwelt on the bad effect of paralleling, the fact that in many places railways were altogether too close, and that in other sections there were great distances without lines. He argued that, as a result the revenues of the companies were greatly affected, pointing out that with lines constructed only five miles apart or less, as is the case in a good many places, of necessity there is not the same traffic offering as would have been the case had the distance between them been fifteen or twenty miles. Mr. Martin also dwelt upon the large earnings of the Canadian Pacific. His first suggestion as to adequately dealing with the question was the adoption of the majority report of the Royal Commission.

Mr. Mylins, who objected, took the position that there was no justification for any increase, and as a remedy believed that it would pay the Government to take over the Canadian Northern and the Grand Trunk Pacific and tear up many hundreds of miles of the Grand Trunk Pacific rails, and put these rails down in cross-sections to give lots of feeder for the two then existing lines, the Canadian Northern and the Canadian Pacific. He also made a special plea for the western shipper.

Mr. Chevrier, who appeared for the Retail Merchants' Association, took the stand that the Government ought to loan the necessary funds to the railways, and objected entirely to any increase in rates.

Mr. McKenzie, who appeared with Mr. Henders for the Grain Growers' Association of Manitoba, was alarmed at the depopulation of the land, which he thought an increase in the rates would add to. He made an interesting study of Canadian Pacific figures and successes, dwelt on the hardship to the farmers that any increase would entail, and thought that the Government should now help the Canadian Northern and the Grand Trunk Railway Companies, rather than grant any increase.

On the question of the position of the Canadian Pacific Railway, Mr. McKenzie argued that the company's general balance sheet of December 31, 1916, showed a total liability of but $602,297,912.75. In his analysis he transfers reserves premiums on ordinary stock sold, different reserves and appropriations, the net proceeds of lands and townsites, the surplus revenue from operation, and surplus in other assets, from the liability to the asset side of the balance sheet. It is, of course, obvious that this transfer is quite correct in at least some of these items.

With these transfers, Mr. McKenzie increased the assets shown in the balance sheet and amounting to $986,768,543.90, by the sum of $384,488,631.15, making a grand total of $1,371,257,175.05. In like manner, of course, these deductions from liability, were used by Mr. McKenzie in reducing the total liability shown by the company's balance sheet to the amount above stated.

No answer is made with reference to the large increase of cost and the position of the other lines; but Mr. McKenzie's position may shortly be stated as follows: Mere increases in cost, never mind how great, cannot be looked upon as conclusive or necessitating a rate increase. The increase in gross must also be considered. If the increases in gross revenue are sufficient to absorb the increased cost, so as to still afford the company a reasonable return on its capital and for the service rendered, the increases having been taken up by the increased business the public afforded the company, no increases whatever should be made; that an increased rate, to be effective, must be common to all companies; and that the effect of the increase asked would be to give the Canadian Pacific Railway Company some $18,000,000 of added revenue, which it does not require, while the other applicants, that need assistance, would get a little better than $5,000,000 a piece.

Mr. Pitblado appeared for the Government of the province. He opposed the application with regard to the financial position of the Canadian Pacific, and endorsed Mr. McKenzie's argument in this connection.

Mr. Pitblado challenged the jurisdiction of the Board to make a recommendation to the Governor in Council under the War Measures Act. He said:—

> "But it is beside your powers for the railway companies to ask you to recommend to the Governor in Council what they should do under the War Measures Act, and I submit that the responsibility and power and control is in the Governor in Council, and that the railway companies have no right to ask you to do anything."

Mr. Pitblado also submitted that the railways in their application were attempting to over-ride agreements. The first agreement referred to was the Crow's Nest Pass agreement made by the Canadian Pacific with the Dominion government. The agreement is printed in the Dominion Acts 60-61 Victoria, Chapter 5. This agreement makes provisions that in consideration of $11,000 a mile paid to the Canadian Pacific Railway Company, not exceeding in the whole $3,637,000, the rates should be reduced on a large number of commodities.

The other agreement referred to by Mr. Pitblado is known as the Canadian Northern Railway's agreement with the Manitoba Government, of 1901, and printed in chapter 39 of the Manitoba Statutes of that year. Under that agreement, in consideration of guaranteeing the railway company's bonds and giving them a lease of the Northern Pacific and Manitoba road, a reduced rate schedule was agreed to by the Canadian Northern.

No analysis was prepared either by the railway companies or by the contestants, as showing how the present application would conflict with these agreements.

It is only fair to say that Mr. Pitblado certainly cannot be criticised in this regard, as he did not have sufficient time at his disposal to prepare such an analysis. This the Board has been obliged to do, and we find that there is no doubt that these agreements are material and have to be considered.

Mr. Phippen, who appeared for the Canadian Northern, in answering Mr. McKenzie, made the statement that if his company had been assisted in the same way that the Canadian Pacific had been assisted, it would require no increase in rates whatever; but insisted that, if the railway situation was taken care of by Government aid, as suggested, that in the place of loans to the amount necessary, the railways

ought to get cash gifts from the Government, as beyond all question their operation was costing them just so much more, and that they were unable to make any proper or satisfactory return on their activities.

Under such circumstances, under Mr. Phippen's submissions the mere advance of moneys to meet the necessities of the companies would simply mean a change of creditors and work no real financial improvement.

The Canadian Pacific Railway Company was not represented at this hearing. They asked, however, for the opportunity to put in a written reply. This reply was filed with the Board on August 17, 1917, a copy being furnished to Mr. Pitblado. The material submissions made on behalf of the company are as follows:—

"1. Extent of aid to the Canadian Pacific."

"The extent of the aid given to the Canadian Pacific has been stated in a very misleading way both in the Drayton-Acworth report and by the opposants to this application, including counsel for the Canadian Northern Railway Company.

"The Canadian Pacific received as a term of its contract in consideration of work done and obligations to be performed—perpetual obligations of enormous magnitude—$25,000,000 in cash, certain portions of railway constructed by the Government, and 25,000,000 acres of land. The real value of these considerations must be ascertained as of the time of the contract or the completion of the works, not at a period over thirty years later. The aid is what was given, not what the company were able, largely through their own efforts, to make it worth to it. The land in question was valued at ten cents an acre in 1881. The minimum sale price was fixed by the Government in 1884 at $1.25 per acre; a large block of land was offered by the company to the Government in 1885 for $2 an acre, and in 1886 the Government accepted in full of its claim against the company land sufficient to cover the amount due at the rate of $1.50 per acre. The so-called subsidy, which was nothing more nor less than the consideration for the undertaking of these huge obligations imposed upon the company by the Crown, was worth at the time of the contract, $2,500,000; in 1884, $31,250,000; in 1886, $37,500,000. It would be almost as logical and correct to say that the value of the raw product to the producer is identical with the value of the finished article to the consumer as to contend that the amount received by the company from land sales in the last thirty odd years plus the present value of the unsold lands as shown by the company's books represents what was given by the Crown to the company in 1881.

"Another obviously inaccurate fallacy in the figures employed by counsel for the province and his associates is that no allowance is made for the enormous and expensive organization which the company was compelled to establish and maintain to sell and colonize its lands. It is inferentially suggested that all the company did was to wait for the purchasers and that no expense to it was involved. No regard is had for the sums expended by the company in exploiting Canada and inducing settlers, all of which would require to be deducted from the proceeds of lands sold and the value of lands remaining unsold.

"2. The company's reserves.

"What the company has accumulated in reserves is not an element in determining this application. All its earnings were made from the sale of transportation at legal rates established and approved by the Board and if, because of the volume of business transacted and its efficiency in conducting

its operations, a surplus has been built up, no argument can, it is submitted, be based upon that fact, especially when all that is asked is that additional earnings, less than sufficient to meet the additional expenditures may be secured. If the value of the elements necessary to produce the commodities to be sold has increased, it could fairly be asked that the sale price of the commodity be increased proportionately.

"3. The company's earnings have not been excessive.

"The actual cash invested in the Canadian Pacific Railway (exclusive of the cost incurred by the Government in constructing portions built by it) was on June 30, 1916, $789,115,096, the net earnings from railway operations were $48,839,101 and the percentage of earnings on cash invested was 6·19. For the years ending June, 1914, and 1915, the percentages were 5·39 and 4·23 respectively.

"In other words the company has not always earned bare interest on the money put into the railway and has never earned enough to be accused of excessive returns.

"The value of the company's railway enterprise is in excess of $1,000,000,000 and its shareholders have received dividends from railway operations and special income of 10 per cent per annum or $26,000,000. The return to the company shareholders from the use of its facilities by the public is less than 2·6 per cent of the value of the company's undertaking. Can it be suggested that this is an inordinate or even an adequate return?

"4. Additional expenses.

"The company closed the year ending 30th June, 1917, with gross earnings from freight and passenger business of $140,759,986 and net earnings of $48,157,758.

"The increased expenditure for wages, fuel, etc., for 1917-18 over 1915 as using the same requirements as 1915, though they will be 20 per cent greater, will be $19,376,922. These figures are larger than those contained in the schedule attached to the application made in April and are the ascertained costs due to the increase in the prices of material and labour as follows:—

General purchases	$1,869,504 or 60·3%
Fuel purchases	6,059,441 or 82·3%
Tie purchases	695,635 or 47·0%
Stationery purchases	502,340 or 60·0%
Labour	6,650,000 or 18·0%
Total increase	$19,376,922 or 35·8%

"The granting of the eight hour day to practically all employees involves an enormous and permanent increase in cost of labour.

"The increases applied for will give increased revenues based on freight and passenger business of the year of 30th June, 1917, of approximately $17,500,000. Costs and wages are still climbing rapidly and the company only asks for sufficient additional revenues to partially offset the increased costs as now ascertained.

"5. Where will the burden fall.

"Mr. Pitblado in his address to the Board assumed that any increase of rate would fall in the main upon the shippers in Western Canada. Unless the rates are not now relatively fair (and the Board has decided that they are)

the earnings in one part of the country, as compared with another, are not a factor. The facts are not, however, as Mr. Pitblado assumes. The increase which is, of course, calculated on the gross operating revenues will fall most heavily relatively on Eastern Canada.

"The gross operating revenues for the year ending June 30, 1917, were as follows:—

Operating revenues on lines east	$59,459,718
" " " west	81,300,267
Mileage—	
Lines east	4,827
" west	8,125
Gross revenue per mile of line in east	12,313
" " " lines west	9,957

"6. Necessity for Increases.

"The position of the Canadian Pacific Railway is unique. It cannot and does not contend that the increase is necessary for it to earn its operating expenses and fixed charges, as do the Canadian Northern and Grand Trunk. Its financing has been such that its fixed charges form a smaller proportion of its obligations than with other companies. It pays 7 per cent per annum divided to its shareholders from operating revenues. It is as essential to the credit of the company and to the credit of Canada that it earns its dividends and reasonable surpluses as it is that the Canadian Northern and the Grand Trunk should maintain their fixed charges. It cannot be said that it would be a greater calamity for Canada if the Canadian Northern Railway and the Grand Trunk Railway should go into the hands of a Receiver than it would be if the Canadian Pacific's financial position should be weakened. Is it not a fact that the strength and ability and willingness to earn, raise and spend large sums of money in improved facilities and equipment has had a vital and beneficial effect on the development of Canada and has contributed more than any other agency to the transportation necessities of the whole country. Can this condition be met and continued otherwise than by the financial strength and earnings sufficiently large to ensure a reasonable margin of safety to the investor and ample surplus for working capital. The demands on the company have been extraordinary and will no doubt continue to be. In no other way can they be met and it is submitted with respect that no other condition should be permitted to arise."

"7. Increase on future earnings.

"It must not be forgotten that the application has only to do with gross earnings to be secured in the future during the time the increase granted is in effect. It is obvious to all those familiar with the railway situation that the earnings cannot be maintained at their present high level and that the diminishing of the heavy shipments of munitions and general war supplies and of carriage of soldiers will have a pronounced effect on the railway companies' earnings during the succeeding year.

"There is, on the other hand, little likelihood of decreases in the cost of materials sufficient to offset decreased revenue and, in these circumstances, there is practically no ground for the hope that the increase, if allowed, will amount to anything like the figures which have been estimated. As evidence that this is so, it may be of interest to note that the gross earnings of the Canadian Pacific for the first week of August are over $400,000 short of the earnings for the same week in 1916."

I, in the first instance, deal with the objection taken by both Mr. Pitblado and Mr. Waldron that it is not within the jurisdiction of the Board to advise the Governor in Council as to what action the Government ought to take under the War Measures Act.

Speaking generally, the jurisdiction of the Board is that established by the Railway Act. The War Measures Act certainly does not confer any jurisdiction on the Board one way or the other. No request has been made to the Board by the Governor in Council to report upon the subject. Under the War Measures Act.—

> "The Governor in Council shall have power to do and authorize such acts and things, and to make from time to time such orders and regulations, as he may by reason of the existence of real or apprehended war, invasion or insurrection deem necessary or advisable for the security, defence, peace, order and welfare of Canada; and for greater certainty, but not so as to restrict the generality of the foregoing terms, it is hereby declared that the powers of the Governor in Council shall extend to all matters coming within the classes of subjects hereinafter enumerated, that is to say:—
>
> "(*d*) transportation by land, air, or water and the control of the transport of persons and things."

5 Geo. V, Chap. 2, Sec. 6.

As to the great necessity of properly maintaining transportation during a time of war, there is, of course, no room for argument. My own personal view is that there is also room for improvement in the companies' present facilities.

The application, however, is an application entirely in case of the railway companies' finances, and not primarily, if at all, for the purpose of improving facilities and service. This was very frankly admitted by Mr. Hanna, one of the chief witnesses called by the Canadian Northern Railway Company.

In my view, the objection is well taken, and the application is one which ought to be considered by the Board as an application for increased rates under the provisions of the Railway Act.

I now deal with Mr. Pitblado's argument as the Crow's Nest Pass Agreement and Statute; and also the Manitoba Agreement.

Under the provisions of 60-61 Victoria, Chapter 5, the Governor in Council was authorized to grant to the Canadian Pacific Railway Company a subsidy towards the construction of the railway from Lethbridge through the Crow's Nest Pass to Nelson, to the extent of $11,000 per mile, until the sum of $3,360,000 in all had been advanced.

The company has accepted the subsidy; the line has been completed; and the terms of the Statute have been agreed to.

The Act contains the following provisions:—

> "(*d*) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all point east of Fort William on the company's railway to all points west of Fort William on the company's main line or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or lake and rail, such reduction to be to the extent of the following percentages respectively, namely:—
>
> "Upon all green and fresh fruits, 33⅓ per cent;
>
> "Coal oil, 20 per cent;
>
> "Cordage and binder twine, 10 per cent;

"Agricultural implements of all kinds, set up or in parts, 10 per cent;
"Iron, including bar, band, Canada galvanized sheet, pipe, pipe fittings, plates, nails, spikes and horseshoes, 10 per cent;
"All kinds of wire, 10 per cent;
"Window glass, 10 per cent;
"Paper for building and roofing purposes, 10 per cent;
"Roofing felt, box and packing, 10 per cent;
"Paints of all kinds and oils, 10 per cent;
"Live stock, 10 per cent;
"Woodenware, 10 per cent;
"Household furniture, 10 per cent.

"And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid; such reductions to take effect on or before the first day of January, one thousand eight hundred and ninety-eight;

"(e) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches, or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner: One and one-half cents per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cents per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid."

An examination of the tariff situation on apples to a few typical points applicable at the time this Act took effect as reduced by the Act and the agreement, and the present rates established the following rates:—

To—	Contract. Cents.	Present. Cents.
Winnipeg	55	53
Regina	83	83
Medicine Hat	97	96
Lethbridge	100	100
Edmonton	123½	104
Macleod	114½	104

It will be observed that the present rates to Regina and Lethbridge are merely the rates reserved by the contract, and that in only two instances, the movements to Edmonton and MacLeod, could any substantial advance be made, having regard to the terms of the contract.

This situation is not peculiar to the apple traffic. The rates applicable to the barrelled coal oil movement in carlots for Fort William are as follows:—

To—	Contract. Cents.	Present. Cents.	With 15% Increase. Cents.
Winnipeg	45½	33	39
Brandon	53	49	56
Regina	71	65	75
Swift Current	79	76	87½
Medicine Hat	88	84	96½
Calgary	96	95	109½
Lethbridge	92	90	103½
Saskatoon	93	74	85
Edmonton	120	95	109½

It will be noted that on only the first and last two items of the table is the 15 per cent advance possible. An advance to the other points, allowing the rates to go

back to the contract basis, would fall very far short of the 15 per cent, which could only as above stated be allowed under the contract in the cases of Winnipeg, Saskatoon and Edmonton.

A most important movement is that of agricultural implements in carlots from Toronto. An analysis discloses the following situation:—

To—	Contract. Cents.	Present. Cents.	With 15% Increase. Cents.
Winnipeg	68½	63	72½
Brandon	80	73	84
Regina	97	87	100
Swift Current	106½	96	110½
Calgary	125½	116	133½
Saskatoon	116½	95	109½
Edmonton	148	116	133½
Lethbridge	121	110	126½

While the present schedule in each instance is below the contract price, the result again shows that in most cases no such increase as that asked could be made.

There is no doubt that there is authority for the proposition that the passage of an Act giving a new Commission, by it formed, full jurisdiction to fix just and reasonable freight and passenger rates and fares, automatically repealed previous maximum rate laws—the basis supporting such proposition, of course, being that the object of the legislature is plainly declared, namely, the fixing of just and reasonable freight and passenger rates, having proper regard, not only to the question of the reasonableness and fairness of the rate itself, but also to the principle of equality as between different districts and shippers, which would be defeated by the continuance of Special Acts giving special rights to any particular district of the country, or creating rates which by change of circumstances and conditions could not be described as just or reasonable.

I am of the opinion, however, that this principle cannot be applied in the present instance.

Section 3 of the Railway Act specifically provides that, unless expressly provided in the Act to the contrary, wherever the provisions of the Railway Act, and of any Special Act passed by the Parliament of Canada, relate to the same subject matter, the provisions of the Special Act shall, in so far as it is necessary to give effect to such Special Act, be taken to over-ride the provisions of the Railway Act.

A specific reduction worked by the Special Act, therefore, limits the general jurisdiction of the Board, having regard to rates. In my view, no matter how great the shortage may be in railway revenue, the Board cannot advance these Canadian Pacific rates, beyond the reduction secured under the Special Act.

Owing to the manner in which our railways are constructed and the territories occupied by them, no useful object whatever would be served by increasing the rates on other lines, as it would simply mean that they would be carrying no business at the higher rate when the lower was available to the public on the Canadian Pacific rails.

The situation in connection with the Manitoba Agreement is entirely different. There, the Act is of a provincial legislature, which does not bind the Board.

In the first instance, the Canadian Northern is a Dominion corporation. In the second instance, assuming that any of the component railways, which are now combined in the Canadian Northern system, were provincial undertakings, the rule obtaining as to Special Acts passed by the Dominion Parliament, is entirely reversed in the case of all Acts of Provincial Legislatures.

Section 6 of the Railway Act provides that where any railway, the construction or operation of which is authorized by a Special Act passed by the legislature of any province, is declared by the Parliament of Canada to be a work for the general advantage of Canada, the Railway Act shall apply to such railway and to the company

constructing or operating the same, to the exclusion of such of the provisions of the Special Act as are inconsistent with the Railway Act.

The situation was recognized by the province and the railway company, who made a joint application to Parliament for an authorizing and confirming Statute by the Dominion.

Their petition was acted upon; and, in 1901, Statute 1, Edward VII, Chapter 53, was enacted by the Parliament of Canada. Section 3 in part reads:—

> "3. Nothing in this Act nor in the indentures contained in the schedules hereto, or done in pursuance of this Act or of the said indentures shall,—
>
> (*a*) divest or limit, temporarily or otherwise, the rights or powers (under existing or future legislation of the Parliament of Canada) of the Governor in Council or of the Railway Committee of the Privy Council, or of any commission or other authority, respecting any matter or thing, obligation or duty."

The result is that, not only was the jurisdiction of Parliament expressely reserved, but the parties accepted the private or special Act which specifically reserved it.

The effect of the argument, apart altogether from statutory limitations of the Board, must be considered.

The late Chief Commissioner Mabee in his judgment in the Crow's Nest Pass Coal Company *vs.* Canadian Pacific Railway Company, 8 C.R.C. 33, at page 41, says:—

> "The Railway Act requires that under substantially similar conditions the tolls charged shall be equal to all persons, and at the same rate, whether by weight, mileage or otherwise, and any reduction or advance either directly or indirectly is expressely prohibited. No undue or unreasonable preference or advantage can be permitted to any person or company. The object of the legislation is to place every one upon terms of absolute equality, and if agreements were permitted to be entered into for reduction in tolls or for other preferential treatment, the door would be opened wide for the defeat of the Act, and the Board would be called upon to struggle with all sorts of conditions, opinions, and complications in the determination of such cases."
>
> "It will not be understood that I am expressing the opinion that such was the object of the present agreement, the conditions existing when the same was entered into were such that the contrary opinion might be arrived at."

The judgment of the Assistant Chief Commissioner in Regina Board of Trade *vs.* Canadian Pacific and Canadian Northern Railway Companies, 11 C.R.C. 380 at page 391, reads:—

> "It could not surely have been the intention of Parliament in passing section 315 of the Railway Act to permit railway companies to create different circumstances and conditions by entering into a contract with some one and so defeat the intentions of the section. The 'circumstances and conditions' which if not substantially similar may justify different treatment to different points, I think must be traffic circumstances or traffic conditions; not circumstances and conditions which may be artificially created by contract."

When the Regina Rate Case was decided railway revenues were buoyant and expenses normal. The Canadian Northern Manitoba Agreement was there considered. The application of the Regina Board of Trade was based on discrimination. To meet that issue, the Railway Companies relied on the agreement. The Assistant Chief Commissioner held that discrimination could not be excused under any agreement, and ordered the removal of discrimination by the extension of the Manitoba basis to adjoining Prairie territory.

An agreement, however, of course, ought not to be lightly regarded by the Board. In cases where conditions are similar rate agreements afford excellent evidence of what the railway considers a fair rate. Apart from a change in conditions, an agreement which did not involve discrimination might well be looked upon as conclusive, unless it could be shown that traffic could not continue to be carried under it, and that in the public interest a higher rate which would result in proper public service ought to be ordered. The burden of Canadian Northern obligations which under the agreement were guaranteed by Manitoba and which amounted to a sum exceeding $25,000,000 have been assumed by the country as a whole.

The operating and traffic conditions maintaing in Manitoba are very similar to these obtaining in Saskatchewan and Alberta. Their similarity was recognized in the Regina Rate Case, and the principle was carried to its legitimate conclusion under the Western Rates Case, with the result that the three provinces, from the effective date of the latter case, have had a tariff basis of similar application to each province and without discrimination.

To now give effect to the Canadian Northern Manitoba agreement and confine its operation to Manitoba, would again restore the discrimination which had been found to exist as against Saskatchewan and Alberta.

As a result, in my opinion, the Manitoba agreement does not as a matter of law conclude the issue. On the other hand a very strong case must of necessity be made out before rates are permitted higher than those reserved by the agreement.

Although admitting that the cost of railway operation is greatly in excess of that obtaining when existing tariffs became effective, submissions are made that nevertheless this application should be dismissed; but that the necessary relief should be afforded for the necessities of the railways by direct Government financial assistance, either by way of loans or absolute gifts. It again has been urged that, instead of increasing rates, the necessitous railways should be taken over by the country and the report of the Royal Commission to inquire into railways adopted.

Again, it is also urged that, as the country is now acquiring the Canadian Northern and has advanced a further sum of $7,500,000 to the Grand Trunk Pacific Railway Company in case of the financial obligation of that company and its promoter and guarantor, the Grand Trunk Railway Company, no further relief ought now to be afforded any of these companies by a rate advance.

It is, of course, quite true that the country will acquire the Canadian Northern, and also quite true that the advance made to the Grand Trunk Pacific is much in case of the necessities, not only of that company, but also of the parent company, the Grand Trunk. The rights of the companies under the Railway Act as well as the duty of the Board, are not affected by these considerations.

The principle relied on by Mr. Pitblado and Mr. Waldon in their objections to the Board taking action under "The War Measures Act" is applicable.

The whole tariff situation and railway subject is surrounded with much difficulty, but some things are at least clear. Among them, it is clearly the duty of the Board to allow fair and just rates to carriers for the service they perfom. It is also clear that the Board can neither order nor enforce rates which are unremunerative to the carriers without infringing the principle of the Railway Act by denying carriers a fair and just rate. No enforced unremunerative rate can be said to be just to the carriers.

The question is one directly affecting shippers and consignees on the one hand, and carriers on the other; but, in arriving at a solution of what a fair rate for the transportation of coal by the Grand Trunk from the frontier to Toronto would be, the fact that the country had relieved the Grand Trunk of a present liability by making a cash advance to the Grand Trunk Pacific, could hardly be a consideration or a reason why a rate otherwise fair and just ought not to be adopted.

It is equally clear that any losses the Grand Trunk may have made in the Grand Trunk Pacific can afford no ground for increasing the rate, which, apart from such consideration, was fair and reasonable.

There is no reason why the business of the Canadian Northern should be conducted at a loss, simply because the country owns it. Under the Railway Act, the Board certainly cannot deny the people as a whole a rate which would be fair to individuals when owning the transportation system. It appears that a national railway, just as much as any other railway, ought to be operated so as to cover the cost. The interest cost on the Canadian Northern securities certainly cannot be looked upon as negligible and a matter of no moment to the country.

Whether there be room for issue on this score or not, at anw rate under the Railway Act the Board cannot consider rates on the Canadian Northern on a different basis to those on other roads, simply because the country will in future own the stock.

In like manner, it is not for the Board to determine whether any set of railways ought to be consolidated or not, even if, in the opinion of the Board, such a consolidation might justify a lower rate schedule. The Board has no legislative functions; but, on the other hand, it is a statutory body with a statutory jurisdiction. The incorporation of railway companies and the determination of their routes—the question of private or public ownership of railways, are matters entirely for Parliament.

The policy recommended by the Commission of Inquiry can neither be adopted nor rejected by the Board. It is a matter entirely without our jurisdiction and cannot be considered in this application.

Apart altogether from railway necessities, objections are made to any raise on the ground that the general business and financial condition of the country is such that any added rates would create a burden entirely undue, if not a costly burden on the people.

This objection, while not confined to Winnipeg, was taken the most strongly by Mr. McKenzie at that point, who specially referred to land depopulation and the lack of real prosperity.

Undoubtedly the higher the rate the greater the cost to the country; but, it would appear, that the country as a whole could much better afford to pay increased rates than run the risk of transportation failure or embarrassment.

The automobile industry is a pretty fair index of prosperity. The Public Service Monthly, published by the Department of Agriculture of Saskatchewan, in its issue of August last says:—

> "The records of the Department of the Provincial Secretary go to show that the motor business of the Province of Saskatchewan is developing by leaps and bounds. A large increase in the number of cars licensed was foretold in the Public Service Monthly some time ago, but even those who were in the best position to know never anticipated such a phenomenal rate of increase as has been maintained during the first six months of 1917. At the end of June the number of licenses was 26,640, as compared with 13,039 for the same period in 1916, or an increase of more than 100 per cent. The figures for July are not yet complete, but the highest number at the time of writing is 28,510, and the same relative rate of increase over 1916 is being maintained. The number plates are being issued this year in numerical order, so that the highest numbered plate means also the number of licenses issued.

"The following are the number of licenses issued during the first six months of the two years:—

	1916	1917.
January	794	1,985
February	350	654
March	839	3,105
April	4,530	7,794
May	4,014	9,015
June	1,612	4,087

"In the month of May as many as 347 number plates were issued every working day. The majority of these are handled at the office, but a large proportion is daily despatched by mail.

"In all other branches of the motor business similar increases are to be seen. The number of automobile liveries is now 1,020, while there are 462 dealers, and in both cases these figures are greatly in excess of former years. There are also many more motor bicycles in use, the number of licenses at the end of July being 424, of which 276 are new and the rest renewals."

The position is very similar in the other two provinces in which Mr. McKenzie was particularly interested, namely, Manitoba and Alberta. This condition in an agricultural community can only be expected as a result of the high prices obtaining for grain, live stock, and other farm produce.

Some similar objection has been made in the East. There, again, the manufacture of munitions has in part at any rate duplicated the prosperity of the Prairie Provinces.

The figures that have been presented in opposition to the application, correctly taken as they have been from the different companies' annual reports and from Government statistics, are shown by the recent cost developments to be of little value in determining the position of the companies and the burden of to-day.

The added costs are largely the outcome of advances made in the spring and summer of this year. More than that, they do not seem to be final, but rather appear to be growing.

The last annual reports do not, therefore, mirror these increases at all, nor are they of the slightest help in arriving at a proper conclusion on this application. The fact is that abnormal increases in costs have developed since the last annual reports were made.

The point taken by Mr. McKenzie that costs of themselves were not the sole factor, but that increased gross to the companies might well offset the effect of the advances, and that this increased gross must be considered as well as the cost advances.

As a matter of fact, the increased costs have not been met by the increased gross, as the more recent monthly reports show.

The Canadian Northern figures for the months of July, August, and September of this year and of 1916, are returned as follows:—

	Gross Revenue.	Expenses.	Net Revenue.	Operating Ratio.
July, 1917	$3,844,883	$2,940,026	$ 904,856	76·46
" 1916	3,834,191	2,636,812	1,197,379	68·77
Aug., 1917	3,405,200	2,812,000	593,200	82·57
" 1916	3,684,900	2,612,900	1,072,000	70·90
Sept., 1917	3,341,700	2,915,800	425,900	87·26
" 1916	3,187,900	2,455,300	732,600	76·95

These results cannot be disregarded. They show that while the gross revenue of July had a slight increase, the net revenue decreased $292,523, or 24·43 per cent. August, on the other hand, shows a decrease of $279,700 in gross, but nevertheless has an increase in expenses of $199,100, resulting in a reduction in net earnings of $478,800

or no less than 44·66 per cent. In September, there was again an increase in gross, the increase amounting to $153,800, but again the expenses increased by $460,500, reducing the net return, notwithstanding the greater gross, by the sum of $306,700, or 41·86 per cent.

The above figures are obtained from the company's monthly statements. The figures for these three months are taken up in the company's general statement issued for the quarter ending September 30, 1917. This quarterly statement also includes the results of the like quarter of the preceding year. The quarterly statement gives the company's total revenue for these three months as $10,591,807.57 as against $10,706,995.89, for the same period of the previous year. The result is a comparatively small decrease of $115,188.32 in gross receipts, which amounts in percentage to but a little over 1 per cent of decrease.

The expenses are shown as $8,667,867.95 for the three months of 1917, as against expenses of $7,704,982.67 for the same period of the year before. The resultant increase in expenses is $962,885.28, constituting an increase exceeding 12·49 per cent.

The net income for the 1917 period amounts to $1,923,939.62 as against $3,002,013.22 for the 1916 period. A decrease in the net income of $1,078,073.60 which represents a percentage decrease in net amounting to 35·91 per cent.

The increases in expenses are, as a matter of fact, greater than the totals I give disclose. Necessary work has been deferred, owing to the state of the company's finances. The Canadian Northern Railway certainly cannot be charged with ever expending more than was necessary for the maintenance of its lines. As a matter of fact, the charge in the past has been to the contrary, and the amounts expended by the company under this head can well be expressed as relatively small.

Notwithstanding during the period in review the company only expended for maintenance of right of way and structures $1,976,869.14 in 1917, as against $2,279,658.41 in 1916, an apparent economy of $302,789.27, representing a percentage decrease of 13·28 as being effected in this connection. As a matter of fact the expenditure is not saved—it is merely deferred, and the only real result of deferred maintenance and repairs is that the ultimate expenditure will be greater than if made promptly and maintenance and repairs had been kept up concurrently with the necessity.

This decrease of expenses is entirely eaten up by other increases. To merely illustrate: The cost of maintenance of equipment (necessary work and repairs on engines, other running stock, and the like) increased from $1,156,419.05, in 1916, to $1,502,779.46, in 1917, an increase of all but 30 per cent.

I also instance the advance in the cost of transportation for this period in the year 1917 amounting to $4,491,149.49 as against $3,655,746.23 for the same period of the previous year.

The results of October are of particular interest, as in this month a substantial increase in gross revenue is shown. The October, 1917, earnings amounted to $3,941,612.62, as against $3,716,784.77 for October, 1916. The resultant increase in gross is $224,827.85 or over 6 per cent.

The expenses, however, grew at a very much greater ratio. Those of October, 1916, were $2,496,512.78, while for October, 1917, the expenses amounted to no less than $3,350,486.03, the increase here amounting to $853,973.25 or 34·20 per cent.

As a necessary result, there is an alarming drop in net income from $1,220,271.99 to $591,126.59 a decrease of $629,145.40. In short, the company's net revenue, with an increased gross of 6 per cent decreases 51·55 per cent.

It should, however, be noted that, in connection with this month the economies of the preceding quarter in connection with the maintenance of way and structures were not practised. On the other hand, no extravagant expenditure was made under this head. The expenditures of 1917 amounted to $694,653.25 as against $510,141.25.

In view of the increased costs which are apparent in other accounts the increased figures cannot sustain any charge either of improvidence or railway extravagances.

Attention has already been called to the fact that the company spends but relatively little on its right of way.

While the necessity of any possible economies cannot be denied, some economies cannot be practiced without loss in efficiency and resultant damage, not only to the company itself, but also to that portion of the public that are dependent upon the transportation that it ought to provide. It is sufficient to give but one illustration of insufficient maintenance and repair. The grain movement of the autumn of 1916 to the head of the lakes was light. The October receipts at the lake terminals only amounted to 19,673,341 bushels of wheat as against 53,367,710 bushels for October, 1915. The total grain receipts for the month in 1916 only amounted to 27,189,876 bushels as against 60,786,715 for October of 1915. In October of this year 27,729,126 bushels of wheat were received and 31,851,584 of all grains, an increase of 4,661,708 over the same month of the year before or over 16 per cent. The Canadian Northern however only hauled last October to the lake terminals 7,653 cars while it hauled 8,610 cars in October of the year before. Instead of a proportionate increase in the road's grain business the month results in a car decrease of 957 cars or 11 per cent.

A direct reason for this decrease was the physical condition of the line between Winnipeg and Port Arthur. Train schedules could not be kept, and freight wrecks occurred. Efficiency in transportation, including as it does, sufficient terminal facilities, sufficient cars and locomotives for the business offering, and a properly maintained and repaired line of railway, constitutes the chief public necessity in railway transportation.

This efficiency can only be furnished by companies whose business is sufficiently remunerative as to produce the necessary funds to maintain the railway and to meet the ever increasing demands of transportation.

Transportation, if left long enough to the unaided efforts of insolvent or financially embarrassed companies, must, of necessity, break down, to the country's great hurt and injury.

The question for the Board to determine is whether, in the light of the above facts, effect ought to be given to the Manitoba Agreement. If effect be given to the Manitoba Agreement, practically no rate increases can be made in western territory, where the great bulk of the Canadian Northern's business is carried on.

Should the usual practice as between parties to commercial contracts be followed, if it be the duty of the Board to consider the agreement as a pure matter of law, and having regard only to the contracting parties and not to public convenience and necessity, it well may be that the mere fact that the rate called for by the agreement constitutes an insufficient remuneration for the service rendered and may result in actual insolvency, constitutes of itself no ground for relief.

If a builder agrees to do certain work for an inadequate consideration, his loss or its amount is no answer to his contractual liability.

Distinctions, however, between the contractor, on the one hand, and railway companies on the other, are readily apparent. The contractor's charges are not subject to Government or Commission control. The railway company's charges are. The contractor is subject to no duty to the public. The railway company is. Public necessity and service constitute a direct justification for railway construction and railway company incorporation. Moreover, in case the contractor obtains under his agreement an excessive remuneration, that fact of itself is no bar to his enforcing his agreement and collecting the last cent of his consideration. On the other hand, the Board is not bound by any contract under which railways may be entitled to an unreasonably large rate, but reduces that rate to whatever it finds just and reasonable.

Under any other practice, traffic officers of the companies, could from time to time, in many cases make special contracts with shippers at unfairly high rates, or, on the other hand, give favoured shippers unduly low rates.

In either instance, the object of the Act, which is to secure uniformity just as much as reasonableness in rates, would be defeated.

An unduly low rate constitutes an unreasonable rate, just as much as an unduly high one, and the question of whether a rate is unduly low or unduly high can only be established with a knowledge of the cost entailed by the service, which must from time to time vary.

It has been stated that railway company directors are charged with duties and trusts, first, to the public, second, to the company's employees; and third, to the company's shareholders.

I would place the duty to the public, involving as it does proper and sufficient transportation, as being the duty of primary importance.

The mere fact that an agreement, in the light of changed circumstances, proves improvident and provides rates insufficient to enable the company's property to be properly kept up and to meet the current demands of transportation, also involves loss to the shareholders, is not an answer to the company's primary obligation to properly operate the road.

It may well be that an agreement made by the directors elected by the shareholders cannot be set aside on the application of the shareholders themselves; but, on the other hand, it is clear that no agreement ought to stand in the way of the public as a whole obtaining the full benefit of that measure of transportation, which a properly maintained condition of the company's facilities would permit.

Further, an improvident contract made by one company is not merely of injury to itself and that portion of the public using its line—Parliament has so authorized railway construction that the line of one company or another parallels those of others to such an extent that in many instances an unreasonably low rate reserved by contract made by one company must be adopted by the other line. As a result, the other companies are just as much injured as is the company to the contract, and by an act over which they have not the slightest control.

It is also apparent that an agreement which reserves an unremunerative rate applicable in the one district, involves a discrimination as against other districts where traffic and operating conditions are similar, and directly infringes on the provisions of the Act requiring uniformity in rates.

The Board does not consider any agreement made by a shipper to pay a given rate any justification for the rate if it be unreasonably high. On the same principle, when rates reserved by contract prove, in the face of changed conditions and increased costs, unreasonably low, the rates must be made reasonable, notwithstanding the contract.

In normal times, the contract was entirely free from objection. The discrimination which it caused in one district as against the other, was relieved by the Regina Rate and Western Rate Cases. With to-day's costs and to-day's conditions, the contract reserves an unreasonable rate, under which the Canadian Northern is unable to properly maintain its properties; and, with the changed conditions, agreeable to the above principles and practice of the Board, higher rates ought to be put in, notwithstanding the provisions of the Agreement.

The effect of increased costs on railway revenues is not peculiar to the Canadian Northern. With its larger field and greater diversity of operations, the Canadian Pacific returns would not as quickly show the effect of different cost advances as those of the Canadian Northern. The returns, however, of the Canadian Pacific for September show an increase of $30,935 in gross on eastern lines, and on western lines of $64,803. The expenses, however, have greatly increased, the increase in eastern

lines amounting to $732,049, and on western lines to $839,145. As a result, with a total gross revenue of $11,476,695 as against $11,380,939, September of this year as compared with September of 1916, produces a net revenue of but $3,727,173 as against $5,202,611. In other words, the drop in net earnings on the system for the month amounts to $1,475,438, a reduction of 28·3 per cent.

Taking the Grand Trunk Railway as the characteristic line in the East—there is no doubt that it may be fairly so regarded—the actual results are very nearly the same as those of the Canadian Northern.

The increased traffic which the contestants to the application urged was inevitable to take place has materialized but the increased gross has entirely failed to make up the losses brought about by increased expenses.

The total transportation revenue of the Grand Trunk for the 10 months' period of 1917, that is to say from January 1, to October 31, amounted to $43,366,844, as against $39,100,498 for the same period of the previous year. The resultant increase is $4,266,346, practically 11 per cent.

For this same period in 1917, however, the working expenses amounted to $33,689,532.48, as against $27,479,538.79 for 1916. The increase in expenses is therefore, $6,209,993.69, representing a percentage growth in expenses of 22·59.

The fact that expenses are unfortunately increasing and that transportation in the later months of the year is subject to greater burdens than during the earlier months is emphasized by taking the figures for October out of this 10 months' period and contrasting the results obtained in October with the results obtained for the full 10 months.

Transportation receipts for October of this year amounted to $4,703,643 as against $4,618,000 for 1916. The increase is still present, although to a much smaller percentage, the whole increase amounting to $85,643, a percentage increase of 1·85.

The expenses for October of this year, however, amounted to $3,876,019.95 as against $3,111,193.36 for the same month of the year before. The resultant increase is $764,826.59, an increase in expenditure of 24·58 per cent.

The result on the transportation net is that it only amounts to $708,930.05 for October of 1917, as against $1,390,537.64, for the month of the previous year. Therefore, it decreases $681,607.59, a percentage reduction of no less than 49 per cent.

The effect of the cost of railway operation over the whole country is beyond question. This loss in net of 49 per cent may well be compared to the October figures of the Canadian Northern, where the net decrease amounted to 51·55 per cent.

There can be no question, in view of the actual results, that the railways require greater revenues and must have them if proper efficiency is to be maintained and the demand of the country for transportation at all adequately met.

I have already dealt with the difficulty in dealing with the emergency in the West and resulting from the agreements and statutes referred to. Difficulties also exist in the East and are specially attributable to the operation of the Grand Trunk under different tariffs.

The rate situation in the East has been largely controlled by water competition and the competition of American lines.

Speaking generally, there is no doubt that it is the right of a company to ignore competition should it desire to do so; and there is also no doubt that the advances in water rates have lessened the competition from that source materially.

The Grand Trunk situation, however, is aggravated by the fact that it is to quite a large extent an American system. It derives a large portion of its tonnage from American points through its ownership of the Chicago and Grand Trunk Railway and other subsidiary American systems. Again, speaking generally, these subsidiary American systems (which are not only owned by the Grand Trunk shareholders, but are operated by the Grand Trunk officials, the whole being operated as one system) are operated under rates upon a lower basis than that obtaining in Eastern Canada.

Not only does the Grand Trunk carry through Canadian territory goods of American origin billed through to an American point, but it also carries goods of American origin into Canada which come into direct competition with Canadian producers, wholesalers, and jobbers. The discrimination was in the past greater than it now is.

An application was made to the Board in 1907, with a view of removing the rate discrepancy, and the disability of the Canadian producer was relieved by the Order issued in the so-called International Rate Case, which reduced rates in Canadian territory to as near the rates in American territory as it was than felt that it was practicable to go.

While undoubtedly the Grand Trunk proper has benefited by the traffic produced by its American subsidiaries, unfortunately earnings in American territory, based as they were upon lower rate schedules, resulted in unprofitable operation of these subsidiary lines, with the result that the Grand Trunk from time to time has had to make good, deficits occurring on the American portions of the system, amounting to large sums of money.

This, again, has been the subject of complaint by the Canadian shippers, who have urged that the surplus that the company earned out of their rates was used by the company to enable it to carry on transportation in the United States at less than cost.

This feature of the rate situation was considered by the Board in the Eastern Rates judgment; and, as a matter of fact, the increases there granted were not so great as they would have been had the tariff basis in the American territory of the system been higher.

The details of these deficits given the Board by the company were filed in the Eastern Rates Case in 1915, and related to the deficits of 1914, the net deficit then shown by the company, resulting from the operation of its American subsidiaries and deducted from the net of the parent company, amounted to $1,230,448.89.

I understand, however, that, with the heavier traffic brought about by the war and before the present abnormal costs obtained, the earnings of these subsidiary lines greatly improved and the parent company was practically, if not altogether, relieved of the burden of these deficits. The statutory reports so indicate.

In view of the necessities of the company and the deficits of the past on the American subsidiary lines of the company, the Board has hoped that the rate situation would improve in American territory and that the company would take advantage of whatever rate increases were possible under leave of the appropriate commissions.

The condition brought about by advanced costs would appear to be somewhat similar in the United States situation to that in Canada.

This has been recognized by the Interstate Commerce Commission in their report to Congress based, as it is, on the financial necessities of the roads, as well as the traffic demands of the nation.

It may also be noted that the Interstate Commerce Commission has recently granted a substantial increase in connection with the very important iron and steel movement in western territory.

The Interstate Commerce Commission has also authorized general increases in what is known as the Central Freight Association Territory as far back as June 29 last. For some reason or other these were not with ordinary despatch fully put into effect by the railway companies.

This question Mr. Hardwell has had up with the companies' officials.

Perhaps one of the most important schedules, having regard to the position of the Canadian shipper, on the one hand, and his American competitor, on the other, is the Detroit schedule, covering rates from Detroit to Toronto and Montreal, and the intermediate points.

The Grand Trunk rates in Canada of importance in this relation are the rates from Windsor (which, of course, is a station en route) to Toronto and Montreal, and upon which the rates from all intermediate stations are scaled.

The basis under which traffic has been carried since the publication of the tariff authorized in the Canadian Eastern Rates Case and prior to the publication of those authorized in the United States 15 per cent Case, is shown by the following schedule:—

	Class. 1. Cents.	Class 2. Cents.	Class 3. Cents.	Class 4. Cents.	Class 5. Cents.
Detroit to Toronto..	38	33	24	17	14
Windsor to Toronto..	38	33	29	24	19
Windsor differences..	0	0	5	7	5
	Class. 1. Cents.	Class 2. Cents.	Class 3. Cents.	Class 4. Cents.	Class 5. Cents.
Detroit to Montreal..	61·5	53·3	41·0	28·7	24·6
Windsor to Montreal..	60·0	53·0	45·0	38·0	30·0
Windsor differences..	— 1·5	— 0·3	4·0	9·3	5·4

From these schedules it will be observed that a shipper from the intermediate station, Windsor, in connection with the all-important fifth class, paid 5 cents more than the shipper from Detroit in the foreign movement to Toronto, and for the movement to Montreal paid 5·4 cents more.

The disparity was not as high in the past, the Board having increased class rates in the Eastern Rates Case by an addition of 2 cents first, scaling down to 1 cent, fifth class, other classes scaling proportionately.

The Canadian increases were allowing owing to the financial position of the Grand Trunk, the Board feeling that, although the apparent difference was great, under war conditions and the demand for all commodities the Canadian shipper would not as a matter of fact suffer.

This added disability was cheerfully accepted by eastern shippers.

Following the publication of the tariffs authorized in the United States 15 per cent Case the rate situation was as follows:—

	Class 1. Cents	Class 2. Cents.	Class 3. Cents.	Class 4 Cents.	Class 5. Cents.
Detroit to Montreal..	70	61½	47	33	28
Windsor to Montreal..	60	53	45	38	30
Windsor differences..	— 10	— 8½	— 2	5	2

The rates from Detroit to Toronto were not then advanced, the rates in Central Freight Association territory being still under consideration by the Interstate Commerce Commission. That Commission, as previously mentioned, announced its decision on the 29th June last, granting increases independently of the 15 per cent previously allowed, but the railway companies, whatever the reason may have been, did not take advantage of this decision to advance the rates from Detroit to Toronto until December 1.

At the time of the hearing in this case, and indeed until the first instant, if effect were given to the application for a 15 per cent increase, the result would have been that the rate from Detroit to Toronto, first class, would have been no less than 5·5 cents lower than the Windsor rate to Toronto, and the difference in favour of the Detroit shipper on articles moving under the fifth class into the Toronto market, as against the Windsor shipper, would have been no less than 8 cents. The same disability would apply proportionately to all intermediate points.

The company has made it possible for the Board to grant the advance without creating this discrimination against the Canadian shipper by filing, effective on the

1st instant, as already stated, its tariff increasing rates as authorized in the Central Freight Association territory.

The following schedule shows the rates as they now will be under the rates from Detroit, as provided for by the company's tariff of December 1, 1917, and with effect given, as this judgment does, to the company's application for a 15 per cent advance:—

	Class 1. Cents.	Class 2. Cents.	Class 3. Cents.	Class 4. Cents.	Class 5. Cents.
Detroit to Toronto..	50	42½	33½	25	17½
Windsor to Toronto.	43½	38	33½	27½	22
Windsor differences..	− 6½	− 4½	0	2½	4½
	Class 1. Cents.	Class 2. Cents.	Class 3. Cents.	Class 4. Cents.	Class 5. Cents.
Detroit to Montreal..	70	61½	47	33	28
Windsor to Montreal..	69	61	52	43½	34½
Windsor differences..	− 1	− ½	5	10½	6½

Absolute parity, of course, is not obtained. It was found impossible to obtain it in the International Rate Case. While the rate situation is not all that can be desired in view of the necessities of the company and the higher American rate basis made effective on the first instant, I would allow the increase of 15 per cent as asked subject to the exceptions herein made.

Increases were sought to be made in the all-rail movement from the East to the West. The increases which the companies desired were increases entirely in Eastern territory. The new all-rail tariff became, therefore, a matter directly affecting the Eastern situation, although the movement was entirely into Western territory.

Much has been said as to the delay in dealing with the railways' application for an increase. The railways' delays in connection with the Detroit Schedule have been mentioned. I might also point out that the Assistant Chief Commissioner, in a memorandum dated the 7th April, 1917, suspending increased lake-and-rail rates until they were discussed at sittings of the Board in the West, gives the following direction with reference to the all-rail increases:—

> "We were told at the opening sittings on March 20 by the representatives of one of the railway companies, that the railway companies contemplated shortly filing tariffs increasing the all-rail rates from Eastern to Western points. If this is contemplated, it would be well for the railway companies to file these all-rail tariffs without delay, so that if any objections are made to them the parties objecting can be heard at the Western sittings, which it will be necessary for the Board to hold to consider the tariffs now before us."

The Western Boards of Trade protested against the tariffs which were subsequently filed increasing the rates for the all-rail movement and requested that the matter should be heard.

For some reason or other, the railway companies did not file the all-rail tariffs as directed. They subsequently explained that owing to lack of clerical help they had been unable to carry out the direction, although the sittings of the Board in the West, where the increased lake-and-rail tariffs and the application for the general fifteen per cent advance were heard, were held as late as June, two months after the direction was given.

As a result, further sittings of the Board had to be arranged and these all-rail increases, which were not only objected to by the western Boards of Trade, but also by the Canadian Manufacturers' Association, had to be heard, after the companies' neglect had been brought to the notice of the Board last September by protests from

the West. The hearings thus rendered necessary were at Calgary, Edmonton, Saskatoon, Regina, Winnipeg, and Fort William; and the increased all-rail tariffs were allowed by the Board's Judgment issued on November 9. It may be noted that the last hearing took place at Fort William on the 22nd of October.

On the record these rates should be considered on a different basis. The companies have already obtained a substantial increase, the 1st class all-rail basing rate to Fort William being advanced from 75 cents to 81 cents, other classes scaling in proportion. The resultant increase of 6 cents on first-class makes an average increase of under 6½ per cent in the five classes of general merchandise. 15 per cent on top of that would make an average increase of approximately 21½ per cent.

In view of the manner in which the through tariffs from Eastern to Western Canada are built up on the combination of the rates current from Port Arthur and Fort William west and certain arbitrary rates from the eastern shipping points to Port Arthur and Fort William produced to a great extent by the summer competition of the lake-and-rail route; and in view also of the fact that the rates to different points in western territory have been constructed on the whole result thus obtained, it is obvious that an interference of a different percentage as applied to the whole might work changes in the relative rate bases of different distributing centres in Western territory.

This, of course, ought not to be done. Much trouble has been taken in the past to arrive at a fair basis of rates as between different districts and to maintain a rate situation of justice from different western distributing points. The matter was referred to Mr. Hardwell, the Board's Chief Traffic Officer, to work out the effect of any change in percentages upon the whole district.

This has necessitated Mr. Hardwell making up a very large number of rates and putting in much labour in comparing the rates in different sections of the country. His report on the question is as follows:—

T.D. 12353.

December 14, 1917.

"Re 15 per cent application and Western rates.

"I beg to report that a close examination of the rate situation as it affects freight traffic between Eastern and Western Canada has convinced me that whether the proposal to allow an increase of 10 per cent be sufficient or insufficient for railway needs, it is illogical, and would also upset the system that has always existed of basing the through rates on Fort William.

The Board recently granted increases in the proportionals for Fort William only:—

1st class, from 75 cents to 81 cents.
5th class, from 31 cents to 33 cents.

The proposal to accept an increase of 15 per cent in the local tariffs west of lake Superior, would include the tariff from Fort William; therefore, the rates from Fort William to Winnipeg, for example, would advance as follows:—

1st class, from 85 cents to 98 cents.
5th class, from 38 cents to 43⅞ cents.

The suggestion of an increase of 10 per cent from Toronto and Montreal to Winnipeg would result as follows:—

1st class, from 1·66 to 1·82½ cents.
5th class, from 0·71 cents to 0·78 cents.

Deduction from these proposed through rates the increased rates from Fort William would leave the eastern proportionals as follows:—

1st class, 84½ cents instead of 81 cents=104·2 per cent.
5th class, 34½ cents instead of 33 cents=104·4 per cent.

Therefore, the proportionals recently allowed would be increased by less than 4½ per cent.

Furthermore, the wholesale centres in the west might be expected to complain if their distributing rates were advanced 15 per cent while the shippers in eastern Canada were asked to pay but 10 per cent on their through rates.

So far as the basing system is concerned, the existing eastern proportionals might be protected by increasing the rates west from Fort William 10 instead of 15 per cent; but this would not remove the objections to be anticipated from the western jobbers. It might also be expected to arouse the coast cities, who would hardly favour a less increase in the terminal tariff from the lake Superior ports than in the terminal tariff from Vancouver, etc. While the eastern arbitrary system may, perhaps, be considered theoretical, these trade objections may prove real.

In my opinion, the logical solution is to confine the 10 per cent advance to the proportionals east of Fort William. The recent allowance averaged under 6½ per cent in the five classes of general merchandise so that the total now suggested would approximate 16½ per cent. The through rates would then be made by adding the Fort William westbound rates increased by 15 per cent. From Toronto and Montreal to Winnipeg the situation would then be expressed as follows:—

	1st Class.	5th Class.
Present rates from September 1, 1917..	$1.66	71 cents.
If present through rates were increased 15 per cent.	1.91	81½ "
If present through rates were increased 10 per cent.	1·82½	78 "
If present rates were increased 10 per cent to Fort William and 15 per cent beyond..	1.87	79½ "
If through rates prior to September 1, 1917, were increased 15 per cent..	1.84	79½ "

It will be observed that if the Board had included the recent all-rail case in the 15 per cent application, and consequently now granted the full 15 per cent, the rates would approximate to Winnipeg those I suggest; in fact the important 5th class would be the same."

I would adopt Mr. Hardwell's report. The result is that 15 per cent will be allowed in so far as the territory west of Port Arthur is concerned, but the increase will be held down to 10 per cent on the eastern balance of the through rate.

There are already difficulties as to the spread of rates on coal. These spreads would be but further aggravated if percentage increases were allowed on coal. I would allow a flat increase of not exceeding 15 cents per ton on all coal and coke carried in the eastern and western territories. This flat advance on the long hauls will, of course, be a great deal less than a percentage increase of 15 per cent; but on the other hand, on the shorter hauls, it will be larger than the 15 per cent increase would be. The flat rate will, however, bear less harmfully on the consumers generally.

The necessity of this 15-cent increase on a commodity of direct and urgent necessity to the public is much to be regretted. It is, however, inevitable. In order to increase railway revenues to an appreciable extent, commodities constituting a large part of the tonnage carried must bear an appreciable share of increased rates. Coal in eastern territory is chiefly carried by the Grand Trunk and in western territory the coal tonnage of the Canadian Northern is fast increasing. Both these systems require increased revenues very badly.

Common clay and sand, gravel and crushed stone are commodities which cannot, in my view, stand a 15 per cent increase. I would however, permit the companies to increase their rates on these commodities, both in eastern and western territories, by adding to existing rates not more than five cents a ton.

In western territory, as already indicated, any relief the Board can give the railways is limited by the provisions of the Crow's Nest Pass Agreement.

The chief traffic in the West is grain. The Crow's Nest Pass Agreement will not permit a general increase of 15 per cent to be made to the Lake Superior ports; but under it a flat increase of 2 cents a hundred, which will approximate a 10 per cent advance on what is perhaps the average western grain rate, can be obtained on the commodities included in the existing tariffs on grain, flax seed and their products and I would allow it.

It is quite true that neither the Canadian Northern nor the Grand Trunk Pacific are bound by the provisions of the Crow's Nest Pass Agreement or Act. On the other hand, while it would be open for the Board to permit an increase of 15 per cent in their rates, over a very large part of the territory served by one or other of these systems grain could undoubtedly be hauled to the Canadian Pacific. The result would be that both these companies, in order to protect their traffic, would reduce their rates at all points where their traffic would suffer from Canadian Pacific competition.

The element of unequal rates would be again introduced into the western territory; and I am convinced that this is no better for the railways than it is for the districts.

The Crow's Nest Pass Agreement again, does not call for lower rates for the whole territory as now operated. The reductions apply merely to the then existing tariffs, and, therefore, to operations of the company as carried on at the time that Act was passed.

I am of the opinion that discrimination should be avoided, and that the effect of the Crow's Nest Pass Agreement must be extended to the system of the company as to-day operated.

Under present tariffs no distinction is made between stations in the territory covered by the company's tariffs in effect when the agreement was made and those upon its subsequent construction. The Board, in my view, ought not to permit any such distinction to be now made. The Crow's Nest Pass Agreement was considered by the late Chief Commissioner Killam J., in British Columbia Coast Cities vs. Canadian Pacific Railway, 7 C.R.C., 125. His judgment reads:—

> "As a result of this Act and the agreement made under it, the company made tariffs of reduced rates upon the classes of merchandise referred to, not only from Fort William and points east thereof westward, but also from Winnipeg westward, without similarly reducing rates on the same classes of merchandise from Pacific points eastward. These reductions cannot be considered as having been forced upon the company, but were the result of an agreement which it chose to enter into for the purpose of obtaining a subsidy in aid of the construction of a line of railway. The agreement and the statute did not even deal with rates from Winnipeg at all. When the Statute was passed, and when the agreement was made, the law prohibited unjust discrimination between localities, and while Parliament did not stipulate for similar reductions over western portions of the company's railway, it should not, in my opinion, be considered as having authorized what would, if done otherwise, have produced unjust discrimination. I think that we are justified in inferring that, in respect of the classes of merchandise to which these tariffs relate, the reductions did result in such discrimination, and that the rates from Vancouver eastward, upon similar traffic carried under similar circumstances, should be proportionately reduced."

In my view full effect should be given to the above principles.

In so far as concerns carload rates on grain, flax-seed and their products in the West, other than the rates to the lake Superior ports and intermediate points held down by the terminal rates; also on the same commodities from Port Arthur and Fort William eastward, and carload grain and grain products in Eastern Canada, I would allow the application for a flat 15 per cent advance, subject to a maximum increase of 2 cents per 100 pounds in the existing rates.

The consideration of chief importance underlying the lumber rates in the West is their relation one to the other. The spread is of greater importance to the lumber industry than the amount of the rate itself. A straight percentage increase would improperly accentuate existing spreads from lumber producing territories and dislocate business. It would have a specially detrimental effect upon the British Columbia industry.

On the other hand, a general flat increase might bear with undue severity upon short hauls. There are rates as low as 5 cents a hundred. A flat increase of 3 cents, which on a rate of 46 cents would be an increase of only 6½ per cent, would, in the case of a 5-cent rate, amount to an increase of 60 per cent.

The whole western lumber rate situation is full of difficulty and presents a highly technical rate problem. The question as to how increases in lumber rates can be best made without dislocation of traffic by changing the rate relationship now existing between present mills and at the same time result in no undue hardship to the consumer, was referred to Mr. Hardwell for his opinion. Mr. Hardwell's report, in part, is as follows:—

> "As regards lumber; so far as the British Columbia mills are concerned, the desideratum being the preservation of the existing rate relationship between the various mills, as emphasized at the Calgary hearing and in past proceedings, it is clear that this cannot be attained by means of a percentage of increase, even though held down to a maximum per 100 pounds advance for the longer hauls.
>
> "The entire situation has been very carefully examined, therefore, with the view of settling on flat increases in cents per 100 pounds which should avoid any possible complaints of preference or discrimination. Working on a tariff that has no uniform basis, it is impossible to arrive at advances accurately representing 15 per cent. I find, however, that the adoption of the following recommendation would not only afford a broad basis, but would nearly approximate 15 per cent, namely:—
>
> > "To Alberta destinations, also to Canadian Pacific Railway main line stations as far east as Mortlach, Sask., the increase to be 3 cents per 100 pounds.
> >
> > "To all other destinations in Saskatchewan the increase to be 4 cents per 100 pounds.
> >
> > "To destinations in Manitoba, also in New Ontario east to Port Arthur, the increase to be 5 cents per 100 pounds.
> >
> > "To a large number of destinations these suggested increases would equal 15 per cent; to others they would be slightly over or under 15 per cent. From the interior mills to Winnipeg the rate would advance from 33 to 38 cents, or precisely 15 per cent; from the coast mills from 40 to 45 cents, or one cent less than 15 per cent.
> >
> > "From British Columbia to Eastern Canada I would increase the difference over the rates to Port Arthur 10 per cent as recommended for the class rates. From the interior and coast mills, respectively, the rates to Toronto points would go up from 60 and 67 cents to 67 and 74 cents;

110 per cent of the through rates, as first proposed, would give 66 and 73½ cents.

"To Montreal points the result would be similar.

"From the other lumber shipping territories I submit the following recommendations:

"From the northern Manitoba and Saskatchewan spruce districts, 15 per cent, subject to a maximum of 3 cents per 100 pounds to destinations in Saskatchewan, also in Manitoba east to Winnipeg, and 4 cents to those in Alberta and east of Winnipeg to Port Arthur.

"From the Lake of the Woods and Rainy River districts 15 per cent, subject to a maximum of 3 cents per 100 pounds, to destinations in Manitoba, and 4 cents to those in Saskatchewan and Alberta.

"From Port Arthur 15 per cent, subject to a maximum of 3 cents to Manitoba, 4 cents to Saskatchewan, and 5 cents to Alberta.

"Between points in Eastern Canada 15 per cent flat. As the highest local eastern rate appears to be 20 cents this would make the maximum advance 3 cents."

I would adopt M. Hardwell's report. Under it the rate differences from the different competing mills would be maintained as they now are.

In so far as the bulk of the movement is concerned, Mr. Hardwell's recommendations will result in the 15 per cent increase; in other instances the increase will not amount to 15 per cent; and, in other cases, the percentage increase will be slightly in excess of 15 per cent.

The adoption of Mr. Hardwell's recommendations will put the lumber rate upon a more scientific basis than it has been in the past.

The rate situation which Mr. Hardwell's report preserves is the outcome of an agreement between the associated western mills and the railways. Under this arrangement, the rates from the coast mills east to Winnipeg and Port Arthur, are made the basic rates. The rates from the interior mountain mills and from the mills as far east as Calgary and Blairmore are all based on this standard rate and scale, not strictly having regard to mileage, but scaled according to the agreement between the trade and the railways.

These mills enter into more or less competition with mills in the Northern Spruce Belt (Northern Manitoba and Northern Saskatchewan); also with mills in the lake of the Woods district on the Canadian Pacific, and in the Rainy River district on the Canadian Northern; and to some extent with the mills at Port Arthur.

The situation is highly competitive having regard to the lumber business. Mr. Hardwell's report is in my opinion, the best solution available.

On through movements of these lumber commodities from western shipping points to destinations east of Port Arthur, under Mr. Hardwell's report, the increase permitted is a proper and logical result having regard to the dispositions made of other through movements, and in view of the increase already made in the all-rail and lake-and-rail rates.

While increases have not been made in the American transcontinental rates, I would, nevertheless, permit an increase in the transcontinental class rates, as they do not reflect competition to the extent the commodity rates do. The rates, however, are built up on the all-rail movement, but in view of the American scale and for the reasons already given I think the increase ought to be reduced to 10 per cent.

Transcontinental commodity rates, however, are directly competitive. If unduly increased over the American transcontinental rates, the results well might be that Canadian produce would not move at all in cases where American produce was available, or in some other instances, if it did move, it would move over American

lines. I would not at the present advance the transcontinental commodity rates unless these rates are advanced in conformity with advances made by the American lines.

Generally speaking, the rail freight rates in British Columbia are on a considerably higher basis than in the prairie territory. In the Western Rates Case, the Board found that a higher level of charges was justified by the greater cost of conducting transportation. An advance of 15 per cent would, however, materially increase the spread between the mountain and the prairie tariffs, and having regard to all the circumstances, I am of the opinion that in the so-called "Pacific" territory an increase of only 10 per cent should be allowed, but, of course, no rates to be lower than the prairie rates as increased. This percentage difference will not apply to the rates between the ports of call on the British Columbia lakes, as these being now on the prairie basis must take the prairie increase of 15 per cent.

Railway tolls covering services incidental to transportation stand on a different footing to those charged for the line movement. The application for a general advance and authority permitting a general advance in freight rates not exceeding 15 per cent would, however, include them unless specifically excepted. Some of these charges, for example, tariffs for heating and refrigeration, have been recently considered by the Board. Other such services in their nature represent entirely a terminal activity and have particular importance at different local points. Strong objection has been taken by Boards of Trade, particularly those at larger points, to any increase being made on this application and on the general grounds on which it is supported to any increase in these tolls.

In my opinion the objections are well taken, and I would refuse on the present record any increase of tolls and tariffs applicable to switching, whether local or interswitching, weighing, demurrage, refrigeration, heated car service, car diversions, reconsignments, storage, wharfage, sleeping or parlour car accommodation, or other special services.

The application for an increase covers passenger rates as well as freight rates.

I am of opinion that the present maximum rate of 4 cents in British Columbia is so high that it ought not to be advanced. On the other hand, I would grant the advance in rates in other territory where the present maximum rate is three cents as against the four-cent rate in British Columbia.

In so far as passenger rates are concerned, it is entirely in the public interest at the present time that passenger travel should be as light as possible. The usual considerations applying to passenger traffic are to-day reversed. Public interest to-day calls for a reduction wherever possible in passenger service, to the end that the country's resources of coal, railway facilities and supplies, as well as man power, should be conserved as much as possible for all essential freight movement. The same considerations do not, of course, apply to the necessary freight movement.

On the other hand, it must be realized that the Board cannot make rates, having in mind an improved and more economic location and system of railways. The Board's duty as I see it, and as I have already pointed out, is to control and adjust rates, having regard to the systems of railways that Parliament has authorized. The Board must take the railway ownership just as it finds it.

No greater profits will be obtained by the railways under the new rate schedule than in the past. The increased rates allowed will certainly not equal the increase in costs to which the railways are subject. These increased costs are not in any way attributable to the railway managements. They are very largely represented in wage increases which have had the approval of the public at large. Public bodies and public sympathy have been with the men in the increases which they have obtained. No objection whatever has been made by any contestant on the ground that the railways have improvidently increased wages. The other items of cost increases are

chiefly the result of to-day's prices of coal, steel material, and railway supplies. The railways suffer in this regard in common with other users of these necessities. The increased cost can certainly not be said to be the railway's fault.

It must be realized that these increased costs can only be met by increase in tariffs. The railways' revenues are derived from transportation.

The increases granted do not work out at the same percentage in both eastern and western territory.

While it may be that the increases granted in western territory may not prove sufficient to meet the increasing demands on the companies' exchequers, they are as great as the Board can authorize on the present application, in view of the Crows Nest Case, with the exception of the increases on coal rates.

In the West, the application in one instance called for a 15 per cent increase in coal rates.

As the coal-rail haul in western territory is long, a 15 per cent rate increase would, on the whole, have netted more than 15 cents a ton—much more on some of the long hauls.

The haul on coal in the East is certainly short, having regard to the volume moved; and the flat increase of 15 cents a ton the railways asked in eastern territory produces more revenue than a percentage increase of 15 per cent would. In adopting the flat increase of 15 cents per ton on coal, I am of opinion that substantial justice is being done.

While it is true that in so far as western territory is concerned, on the great bulk of traffic, rates would only increase approximately 10 per cent and eastern rates are, speaking generally, raised 15 per cent, it must be borne in mind that, while the rates in the two different sections of the country are much nearer equality since the deductions worked under the Western Rates Case and the increases given under the Eastern Rates Case took effect, again speaking generally, rates in the West are still higher.

As a result subject to the limitations worked by the Crows Nest Agreement as extended by this judgment and to the specific directions herein contained the companies are permitted to raise their general rates 15 per cent and make the specific advances herein allowed. *22 Can. Ry. Cas. 49.*

Re COMPLAINT OF MONTREAL BOARD OF TRADE TRANSPORTATION BUREAU AGAINST CANADIAN PACIFIC RAILWAY COMPANY'S PROPOSED LIMITATION OF FREE TIME AT ST. JOHN, N.B., ON THROUGH SHIPMENTS OF GRAIN AND GRAIN PRODUCTS TO BAY OF FUNDY PORTS, VIA THE SEELY LINE.

It appeared from the evidence that for many years the Canadian Pacific Railway Company allowed ten days' free time, inclusive of Sundays or holidays, for the transhipment of grain and grain products from C.P.R. cars at St. John, or West St. John, to ports of the Seely line to Bay of Fundy ports.

By its grain and grain product tariff C.R.C. E-3339, effective September 1, 1917, this free time was cut down to five days, not counting Sundays and holidays. That provision was carried forward in Supplement No. 2 to C.R.C. E-3339, effective December 6, 1917.

The applicants contended that no demurrage should be charged for delays in transhipment to the Seely line at St. John because it was contrary to exception C of rule 1 of the Car Service Rules, which became effective on August 20, 1917, in their amended form.

Held, Assistant Chief Commissioner Scott in his judgment, January 8, 1918, concurred in by Deputy Chief Commissioner Nantel and Commissioners Boyce, McLean and Goodeve, that five days' free time was sufficient, but that if it was not that then

some arrangement should be made for the construction of a freight shed for the protection of grain and grain products so that the cars could be released and the traffic held in a protected place awaiting loading in the vessels. 23 Can. Ry. Cas. 9.

COMPLAINT OF THE RETAIL MERCHANTS' ASSOCIATION, PORT ARTHUR, ONT., AND FORT WILLIAM, ONT., "RE" ADVANCED CARTAGE CHARGES.

This complaint was in effect an application for the re-opening and re-consideration of an application which had previously been dealt with in the Board's judgments of February 5, 1915, and November 22, 1915: *Application of the Fort William Board of Trade for the establishment of a Cartage Service at Fort William; or for the abolition of the custom of the railway company of collecting the consignor's cartage—from the consignee. Files 18663.38 and 18663.30.*

It was contended that the existing situation was a discriminatory one, in that the practice of advanced cartage charges was allowed only in respect of a limited number of originating points in Ontario and Quebec. The judgments referred to pointed out the absence of jurisdiction of the Board over cartage companies, and that the Board was without power to regulate the charges made by these companies.

Held, Commissioner McLean in his judgment, January 11, 1918, concurred in by Assistant Chief Commissioner Scott, that the facts as developed in the application did not take it out from under the principles laid down in the judgments referred to, and that the situation was that the grievance complained of was one which it was not within the powers of the Board to correct, and that the Order asked for could not be granted. *24 Can. Ry. Cas. 80.*

IN THE MATTER OF THE APPLICATION BY THE CANADIAN RAILWAYS FOR A GENERAL ADVANCE IN FREIGHT AND PASSENGER RATES, AND IN THE MATTER OF THE JUDGMENT OF THE BOARD GRANTING CERTAIN INCREASES TO RAILWAY COMPANIES IN BOTH EASTERN AND WESTERN TERRITORY. FILES 27840, 27840·1 AND 27840·19.

Judgment, Chief Commissioner Drayton, January 15, 1918, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel, Commissioner McLean and Commissioner Goodeve:—

As a result of protests which were made by Live Stock Shippers' Associations, Lumber Shippers' Associations, and Grain Shippers' Associations, as well as the application of the Government of the province of Manitoba, for leave to appeal from the judgment herein, a sitting of the Board was held at Ottawa, on Thursday, the 10th of January, 1918, to consider these protests.

It was determined at the sitting to give leave to the Government of Manitoba to appeal on the questions of law on which that Government desired to appeal to the Supreme Court of Canada. The other protests referred to were not disposed of.

The matter that the Board considered in connection with these protests was the effective date which should be given to the Board's judgment.

No appearance was made by any Live Stock Shippers' Association, and no representations were, therefore, made on behalf of their interests.

Dr. Magill and Mr. Frank Fowler appeared for the grain interests and Mr. Kelly and Mr. Bacon for the lumbermen.

I first deal with the lumber situation.

At the hearing it was asked that the effective date should be postponed until April 1 next. Other representations have been made in writing asking that the effective date of the tariffs should be made the 1st of March, the 15th of March, the 1st of April.

There is no doubt that the desire of the trade to escape the higher rates is general.

The application in this case was lodged last April. Sittings of the Board at which the application for an increase of rates was heard were held as far back as the 5th of last June, and the lumber interests were represented at these hearings.

As far back as the 6th of June last Mr. Mackin, chairman of the British Columbia Lumber and Shingle Manufacturers' Association, Vancouver, said:—

> "We notice one of the railways has stated that they would like to have an emergency declared, and this rate made effective within thirty days. What would be our position with a great deal of business on our books at the present time sold on the basis of the old rate? Is it not reasonable we should be given sufficient time? We think thirty days is not enough within which to clean up that business."

He was asked the question:—

> "Are your contracts made in that way? In view of the present situation, the changed conditions, are you not making most of your contracts subject to that?"

Mr. Mackin's reply was:—

> "We have for the last ten days been doing that. But most of the lumber is sold on the conditions I have named above."

Mr. Alexander Wood appeared at the same sitting for the Rat Portage Lumber Company, Limited. He though that three months would be the least time within which orders filed could be got out.

Mr. Adolph, of the Adolph Lumber Company, at the sitting held on the 16th of June in Nelson, B.C., showed according to his quotations, that he had 2,000 orders which would have to be delivered at the present rates, and that he had no right of cancellation. He also stated that he had to deliver his lumber within thirty days if he could, but that under present conditions it would take two months to deliver the lumber.

On cross-examination by Mr. Peters on behalf of the railway companies, the record shows:—

> "Mr. PETERS: Have you any lumber contracts taken which you accepted on condition that the rates remain the same as at present? Haven't you got orders now booked where you are protected in case of advance in freight rates?
>
> "Mr. ADOLPH: Yes, as soon as we understood that there was an application.
>
> "Mr. PETERS: You did not mention that. I thought you were going to mention it. How long have you had orders like that?
>
> "Mr. ADOLPH: Probably three weeks.
>
> "Mr. PETERS: Not longer than that?
>
> "Mr. ADOLPH: I do not think so, and we have not a great many taken under those conditions.
>
> "Mr. PETERS: They are all taken that way now?
>
> "Mr. ADOLPH: A man would be a very poor business man to take them any other way."

What may be said of lumber may be said of every other commodity handled by the railways. The fullest publicity has been given the railways' application for increased rates. The shippers have had notice of it for upwards of eight months. They have certainly had as much notice as they would have had if the railway companies had gone to the unnecessary expense of filing every tariff before the question

was considered by the Board. Speaking generally, they have been in a position to protect themselves by taking orders at the point of production subject to the cost of railway haul, whatever that might be.

The only notice under the Act that the railway companies are obliged to give is thirty days. Shippers, in the present instance, have had notice, as already stated, of over eight months. Doubtless there has always to be more or less inconvenience and perhaps loss suffered every time a rate advance is made, but this trouble is caused just as much by other advances in any necessity whether it be supplies or labour.

With the notice that the shippers have had in this instance, this inconvenience should have been reduced to an irreducable minimum if the ordinary precaution, as defined by Mr. Adolph himself, had been adopted.

As it is now, there will still be delay before the increases are put in. The whole of the railways' demands have not been given effect to. Instead of a blanket rate increase, effect has been given to the position taken by the lumber interests and specific advances are made, resulting in the necessity of having new tariffs provided. In all probability, this will take some time, and until the appropriate tariff is provided the judgment of course cannot be carried into effect. The circumstances and publicity of the application are such that no application for a stay of the judgment ought to be granted.

This disposes of all requests for suspension of the judgment, except in so far as the movement of wheat is concerned. The position here is entirely different. I would give effect to Mr. Fowler's application.

Wheat buyers and country elevators are not permitted to carry on business in the ordinary course in so far as wheat is concerned. They are compelled by order of the Board of Grain Supervisors for Canada to purchase wheat at a specific price. They are also compelled by the same Board to sell wheat at a specific price.

Mr. Fowler's figures, which were not disputed by the railways, show that the Board of Grain Supervisors has held these grain buyers down to a price which will certainly permit of no excessive or unreasonable profit, but will possibly result in some loss, certainly in loss having regard to the activities of the buyers, in so far as wheat itself is concerned.

In view of the artificial position, therefore, of wheat, brought about by legislation doubtless necessary in view of war conditions, and in view of the position in which wheat purchasers have been placed, I am of opinion that the increases allowed for the carriage of wheat ought not now to be made effective. I would postpone the effective date of rate increases for the transportation of this commodity until the 1st day of June next. This will enable all wheat purchased at the old rate and subject to the old conditions to be hauled to Fort William before the new rates take effect.

The like conditions do not apply to coarse grains, nor indeed to any grain other than wheat. In my opinion, the effective date of the judgment ought not to be postponed having regard to these commodities.

The Board's judgment was issued on December 26, 1917. It was then made public, and the parties to the issue were advised as to the action of the Board. The judgment was given the fullest publicity by the press. 22 Can. Ry. Cas. 49.

Under the Railway Act, tariffs may be filed by the railway companies of their own motion, or may be directed by the Board; and the Board in directing tariffs to be filed may designate the date at which any tariff will come into force.

In view of all the circumstances, railway companies ought to file the necessary schedules and tariffs to take effect not earlier than the 1st day of February next.

OTTAWA, January 15, 1918.

The Assistant Chief Commissioner, the Deputy Chief Commissioner and Commissioners McLean and Goodeve concurred.

Re PROPOSED INCREASE IN CAR MINIMUM ON CARS FOR PEDLAR CAR SERVICE OF PACKING-HOUSE PRODUCTS.

As a result of a complaint made to the Board by the Canadian Manufacturers Association, the Board suspended certain tariffs in Eastern Canada increasing the car minimum for refrigerator cars used in what is called the Pedlar Car Service for packing-house products, from 9,000 to 15,000 pounds.

It appeared from the evidence that an arrangement had been made between the Canadian Freight Association and certain packing houses, that the railway companies would supply refrigerator cars for the transportation of fresh meats, dressed poultry, packing-house products, butter and eggs, from packing-house centres like Toronto and Hamilton to points in a direct run on a railway line, at the published less-than-carload rates, provided the shipper paid an amount at least equal to the second-class rates on 6,000 pounds to the farthest point for which a consignment was shipped in the car. This arrangement was not provided for by tariff.

It also appeared that the pedlar-car system was one of considerable benefit to the packing-house operators. The railway companies in justification of their desire to increase the minimum asserted that with the increased demand for car service throughout the country and the particularly urgent demand for refrigerator cars to transport foodstuffs to the seaboard for overseas consumption, they could not spare as many cars for this pedlar-car service as were then being used by the packers, and they submitted that if the minimum were icreased the packers would put a bigger load in each car and in that way use fewer cars. In addition to this, there is the general movement among the shippers, as well as railway companies, to economize in car service by increasing loads. This Board has in a number of instances recognized the wisdom of more compact loading by authorizing increases in carload minima.

From the evidence submitted at the hearing it was clear that the shippers of packing-house products had not been as economical as they might have been with refrigerator cars.

Held, Assistant Chief Commissioner Scott in his judgment, January 17, 1918, concurred in by Deputy Chief Commissioner Nantel and Commissioners McLean and Boyce, that if the shippers wished to insist on the use of the cars in question in the future, that the railway companies were entitled to an increased revenue from them and that the minimum should be increased to 12,000 pounds.

BELL TELEPHONE COMPANY *v.* CITY OF OTTAWA AND COUNTY OF CARLETON.

The Board is given no jurisdiction under section 47 to make the payment of compensation a term of an order approving the location and construction of a telephone line upon a public highway or to impose any condition for which a municipality may contend in bargaining with a telephone company as a term or condition of such order.

Grand Trunk Pacific Ry. Co. v. Fort William Landowners and Fort William Land Investment Co., "et al," (1914), A.C. 224, at p. 229, *13 Can. Ry. Cas., 187,* followed.

It is not the function of the Board to decide upon the validity of Dominion or provincial legislation.

Under its charter, 43 Victoria chapter 47, section 3 and the interpretation clause of the Railway Act, section 2 (11), the Bell Telephone Company has power to carry its lines along a bridge on which there is a public right of travelling.

Auger and Son and D'Auteuil Lumber Co. v. Grand Trunk and Canadian Pacific Ry. Cos., 19 Can. Ry. Cas., 401, followed.

The facts are fully set out in the judgment of Mr. Commissioner McLean, concurred in by Assistant Chief Commissioner Scott and Mr. Commissioner Boyce, January 21, 1918. *22 Can. Ry. Cas., 421.*

SESSIONAL PAPER No. 20c

Re APPORTIONMENT OF COST OF WIDENING BRIDGE CARRYING LONDON STREET OVER CANADIAN PACIFIC RAILWAY, WINDSOR, ONT.

The Board by its Order No. 25052, dated June 13, 1916, directed the Canadian Pacific Railway Company to widen the existing bridge at London street in the city of Windsor to a width of 56 feet. Sixty-five per cent of the cost of the work was placed on the railway, and 35 per cent on the applicant (city of Windsor) or the Sandwich, Windsor and Amherstburg Railway Company, as might be determined by the Board after reading any submissions the Sandwich, Windsor and Amherstburg Railway Company, and the applicant might desire to make on the apportionment of the said 35 per cent of the cost of the work. 21 Can. Ry. Cas. 66.

The city of Windsor and the Sandwich, Windsor and Amherstburg Railway Company submitted facts and argument in writing on the question of the proper apportionment of the 35 per cent of the cost of widening the bridge, mentioned in the Order, between them.

Held, Assistant Chief Commissioner Scott in his judgment, January 26, 1918, concurred in by Commissioners McLean and Boyce, that the 35 per cent referred to in the said Order should be paid by the city of Windsor.

Re CARLOAD MINIMUM TAN BARK.

The Canadian Pacific Railway Company by Supplement 8 to its Tariff C.R.C. 33225, and the Grand Trunk Railway Company by Supplement 1 to its Tariff C.R.C. E.3477, effective May 21, 1917, made certain increases in their minima on tan bark in carloads.

The tanners' section of the Canadian Manufacturers' Association applied to the Board for cancellation of the Supplements in question and asked that the carload minima that were effective prior to the increase be re-established.

Held, Assistant Chief Commissioner Scott in his judgment, February 5, 1918, concurred in by Deputy Chief Commissioner Nantel and Commissioners McLean, Goodeve and Boyce, that it would be reasonable to allow 28,000 pounds as the minimum for the standard car, and that an increase in the minima of the cars in question should be for cars 30 feet 6 inches and under, 21,000 pounds; and for cars over 30 feet 6 inches and not over 34 feet 6 inches, 23,000 pounds. Held, further, that the increases should only apply in cases where there is a special tariff in effect.

In re PROPOSED CHARGE OF BELL TELEPHONE COMPANY FOR CALLS BETWEEN NORTH GOWER, KEMPTVILLE, AND SOUTH MOUNTAIN CENTRALS.

It appeared that the Bell Telephone Company had, for many years, carried on business at Kemptville, and that in 1912 it purchased and took over the Heckston Rural Telephone Company which served the territory adjacent to South Mountain where the Bell Telephone Company had a central office; that ever since the Bell Telephone Company took over the Heckston Company there had been a free interchange between Bell subscribers on the South Mountain Exchange and Bell subscribers on the Kemptville Exchange.

Complaint was made to the Board by those served by the Bell Telephone Company through its centrals at Kemptville, South Mountain and North Gower, against a charge of ten cents by the Bell Telephone Company for connection between these centrals.

Held, Assistant Chief Commissioner Scott in his judgment, February 8, 1918, concurred in by Deputy Chief Commissioner Nantel and Commissioner Goodeve, that the subscribers in question had no right as a strict matter of law to the con-

tinuance of the free interchange that had been enjoyed. Held further, however, that there was undoubtedly representation made by the Bell Telephone Company that free interchange should be given, and that there was a moral obligation on the company to maintain that free interchange for a reasonable time and under reasonable conditions, and that the change proposed should not be permitted to be brought about on the short notice given by the Bell Telephone Company to its subscribers, and the Board decided that the charge for interchange was not to become effective until January 1, 1919, and that on that date any subscriber of the Bell Telephone Company, on the three exchanges under consideration, should be permitted to be relieved of his contract whether it expired or not.

Re EXPRESS RATES ON CREAM IN BRITISH COLUMBIA.

Complaints had been made to the Board regarding the express rates on cream in British Columbia as compared with the rates charged in Alberta. Complaint was made by Mr. S. P. Pond of the Beechnut Creamery of Nelson, B.C., stating that the rates of the Dominion Express Company were excessive. It was said that the regular merchandise rate was charged on cream shipments, which made the charges too high. Comparison was made with the rates charged by the Great Northern Express Company. It was said that these rates were much more favourable than those charged by the Dominion Express Company and were available for shipments into Nelson. The applicant desired to have the same rates apply on the movement into Nelson over the Dominion Express Company's lines as applied on the Great Northern Express Company's lines. The Dominion Express Company, in its answer, pointed out that the applicant was in error in stating that the merchandise rates were those which applied on cream by it, and detail was given as to its cream tariff in British Columbia. This matter is subsequently referred to.

A hearing in this matter took place at Revelstoke, B.C., in June, 1915. The applicant was unable to be present but submitted a written statement again emphasizing comparison with the rates charged by the Great Northern Express Company. The Dominion Express Company, in its answer, stated that the rates charged by the Great Northern Express Company were rates which applied to lines of that company in the Western portion of the United States; that these lines extended a few miles across the border into Canada touching some Canadian points; and that the same rates were extended to these points. The Dominion Express Company took the position that it could not afford to meet the competition of these rates and was not obligated to meet competitive rates.

Subsequently when the matter was taken up by further correspondence with the applicant he stated that he was going out of business, but that the matter was going to be gone into further by the Nelson Board of Trade. The Nelson Board of Trade thereafter wrote, setting out in detail comparisons of the Great Northern Express rates on business up to 75 miles with those charged by the Dominion Express company. The Board of Trade was apparently under the impression that the tariff as charged by the Great Northern Express Company was one which had been imposed upon it by the Board; and the question was asked whether the intention of the Board in imposing the tariff in question on the Great Northern on business to points in Canada was to impose a tariff on that company which would not be applicable to all express companies doing business in Canada. Specific rates were referred to which required, aside from the question of principle involved, checking by the express company, and this checking was taken up.

Held by Commissioner McLean in his judgment, February 8, 1918, concurred in by Chief Commissioner Drayton, that giving due weight to the difference in transportation conditions as recognized in the decision of the Board and the amended

tariffs implementing these decisions, it did not appear that the Board would be justified in directing that the reduction in rates asked for should be made.

Held, further, that with regard to the application that had been made for a 200-mile distance, that if it was the desire of the express company to continue with the application, it would have to be heard at such points in British Columbia as will enable the parties vitally interested to submit their positions.

DEPARTMENT OF AGRICULTURE FOR CANADA *v.* GRAND TRUNK RAILWAY COMPANY.

Where no negligence has been shown on the part of the railway company in carrying out the construction of drainage works, and the damage, if any, is due solely to reasonable exercise by the company of the powers conferred upon it, the owner of adjoining lands cannot recover compensation. Such an injury should have been foreseen and compensation claimed for it under the statute at the time the railway was constructed. Under the circumstances, the cost of lowering a railway culvert after construction to provide better drainage should be borne by the adjoining land owner.

Wallace v. Grand Trunk Ry Co., 16 U.C.R., 551; Knapp v. Great Western Ry. Co., 6 U.C.C.P., 187; Nicol v. Canada Southern Ry. Co., 40 U.C.R., 583; L'Espérance v. Great Western Ry., 14 U.C.R., 173, followed; Denholm v. Guelph and Goderich Ry. Co., 17 Can. Ry. Cas., 318, distinguished.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, February 8, 1918, concurred in by the Assistant Chief Commissioner, and Commissioners McLean and Boyce. *23 Can. Ry. Cas., 77.*

In re GREAT NORTHERN RAILWAY SIDINGS.

Subject to the jurisdiction of the Board in respect of adequate and suitable accommodation for traffic, the railway company may, after the route map has been approved, locate its tracks upon its own right of way without approval from the Board as to the location of these tracks, except where highways are crossed. 23 Can. Ry. Cas. 5.

When industries have become dependent upon C.L. facilities afforded by a particular track (other than a team track) located wholly on the railway right of way, such track should not be removed or re-located, if the parties do not agree, without leave of the Board.

Kammerer v. Canadian Pacific Ry. Co., 21 Can. Ry. Cas., 74; Canadian Pacific Ry. Co. v. Vancouver Ice & Cold Storage Co., 23 Can. Ry. Cas. 1, referred to.

The facts are fully set out in the judgment of Mr. Commissionner McLean, February 14, 1918, concurred in by the Assistant Chief Commissioner and Commissioners Goodeve and Boyce. *23 Can. Ry. Cas., 5.*

LYONS FUEL & SUPPLY CO. *v.* ALGOMA CENTRAL & HUDSON BAY RAILWAY COMPANY.

The Board will give no effect to a contract fixing a toll so unreasonably low and so out of proportion to the general scale, that it constitutes in effect unjust discrimination in favour of one shipper as against other shippers on the respondent carrier's line. The Board ordered the respondent to remove such unjust discrimination by filing tariffs providing for a fair and reasonable toll.

The facts are fully set out in the judgment of Mr. Commissioner Goodeve, February 26, 1918, concurred in by the Chief Commissioner and Mr. Commissioner Boyce. *23 Can. Ry. Cas., 146.*

IRISH & MAULSON v. BELL TELEPHONE COMPANY.

Where the telephone service in connection with which publication by listing in the telephone directory is asked is not of the private branch exchange line, but of the separate residential ones, and entirely distinct from the contract covering the private branch exchange service, the service asked for is a distinct one, and is subject to the separate listing toll.

The fact are fully set out in the judgment of Mr. Commissioner McLean, March 5, 1918, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Boyce. *23 Can. Ry. Cas., 19.*

COMPLAINT OF THE WALKERTON EGG & DAIRY COMPANY, WALKERTON, ONT., AGAINST THE CANADIAN AND DOMINION EXPRESS COMPANIES.

Complaint was made to the Board by the Walkerton Egg & Dairy Company, of Walkerton, Ont., per Messrs. Robertson & McNab, against the Canadian and Dominion Express Companies overcharging five cents on each can of cream shipped from stations where the express companies have no collection and delivery service.

By the Board's Order No. 14594, of August 21, 1911, clause 1, sub-clauses (*a*) to (*c*) inclusive, provided as follows:—

> "(*a*) The above charges include the delivery of filled cans and the collection of empties for the dealer at all points where the express company furnishes a collection and delivery service for other goods.
>
> "(*b*) In the case of shipments by a dealer, if filled cans are collected by an express company and shipped to a place where the said company does not furnish a collection and delivery service, or any kind of goods the above charges will apply.
>
> "(*c*) In places where a collection and delivery service is not furnished by the express company, the charges, except as in subsection (*b*) shall be 5 cents per can less than the above rates."

These provisions, subject to the inclusion of the name of the specific express company concerned, are set out in the special local cream tariffs of the express companies issued as a result of this Order, e.g., the Dominion Express Company's Tariff C.R.C. No. 4405, effective March 9, 1914.

The application as made refers to rule 2 of the express tariff, rules 1 to 3, inclusive, of the tariff embody the provisions set out in sub-clauses (*a*) to (*c*), inclusive, above referred to.

The contention was:—

> "The express company does furnish a "collection and delivery service" in Walkerton, but they receive cream which is shipped here from a number of places where the express company has not a collection and delivery service; nevertheless the Walkerton Egg & Dairy Company have been paying the full rate for several years.
>
> "They contend that clause 2 does not apply to these cases because there is a collection and delivery service at Walkerton to where the cream is shipped, but none at the place at which the cream is delivered for shipment to them."

Held, Commissioner McLean in his judgment, March 5, 1918, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel, and Commissioners Goodeve and Boyce, that where there is a collection service at the initial point or delivery service at the terminal point, which latter service *ipso facto* obligates the express company to give a collection and delivery service for the cream dealer, the inclusive charge applies; that where there is no collection at the point and no delivery and collection at the terminal point, then the deduction is provided for.

SESSIONAL PAPER No. 20c

WALLACEBURG CUT GLASS WORKS V. CANADIAN FREIGHT ASSOCIATION.

Two L.C.L. classification ratings will not be granted on the same commodity differing in value. Where a C.L. classification rating from Wallaceburg, a manufacturing centre, to Winnipeg was voluntarily put in by the carriers, it is only reasonable that similar commodity tolls should be given from Wallaceburg to Toronto and Montreal, similar distributing centres in the east.

(*Ledoux Co. v. Canadian Freight Association 12 Can. Ry. Cas., 3,* distinguished.)

The facts are fully set out in the judgment of the Assistant Chief Commissioner, concurred in by Mr. Commissioner Boyce, March 9, 1918. *22 Can. Ry. Cas., 408.*

IN *re* APPLICATION FOR CANCELLATION OF CLAUSE IN ORDER BILL OF LADING PROVIDING FOR INSPECTION OF GOODS.

This was an application for cancellation of the clause in the Order bill of lading approved of by the Board providing that the inspection of goods covered by the bill of lading would not be permitted unless provided by law or unless permission was endorsed on the original bill of lading or given in writing by the shipper.

It was pointed out that the existing bill of lading was approved by the Board after it had been taken up and gone over carefully, clause by clause, by representatives of shippers, financial institutions and railway companies.

Held, Assistant Chief Commissioner Scott in his judgment, March 13, 1918, concurred in by Commissioners McLean and Goodeve, that the present arrangement should not be disturbed, it having been the practice in commercial transactions for many years, and business houses, banks and other financial institutions having recognized and being familiar with the practice. The application was accordingly dismissed.

"IN RE" GRAND TRUNK AND QUEBEC, MONTREAL AND SOUTHERN RAILWAY COMPANIES.

The Board has no jurisdiction under section 364 (3) to dispense with the sanction of the Governor-in-Council required by section 364 (2), but can only recommend for such sanction a traffic agreement, properly brought before it, of which it approves. The Board has jurisdiction to dispense with conditions as to consent of shareholders, advertising in local papers and other conditions as to procedure in bringing the matter properly before the Board.

The facts are fully set out in the judgment of Mr. Commissioner Boyce, March 14, 1918, concurred in by the Assistant Chief Commissioner and Mr. Commissioner McLean. *23 Can. Ry. Cas., 101.*

COAL RATES.—FILE NO. 25547-14.

Judgment Chief Commisioner Drayton, March 15, 1918, concurred in by Assistant Chief Commisioner Scott and Commissioner McLean.

This is a complaint from municipalities and users of coal in what is generally referred to as the Waterloo County group. The city of Guelph also joins in the complaint. A hearing has taken place, and the matter has stood pending a final decision in the advanced rates case.

The whole question of coal rates is very difficult to adjust properly in the district of Western Ontario, in view of the obvious water competition open to towns on the lakes.

The complexity of the situation is in part covered by the judgment in the Eastern Rates, pp. 178-187. In view of the fact that the whole situation is so much covered in that case, I do not deem it advisable to give further grounds, but would simply adopt the report of Mr. Hardwell, the Board's chief traffic officer, in which I fully concur.

As a result of adopting the report, the different municipalities are placed on as close a basis of parity one with the other as, in my opinion it is possible to obtain.

Mr. Hardwell's report reads:—

"On the assumption that the new tariffs become effective on the 15th instant, I now beg to report as follows:—

"The increase of 15 cents per ton in the Galt rate, raising it from 88 cents to $1.03 per ton, affords a basis for realignment. Having regard to the rate to Brantford, which was the real origin of the subsequent difficulties as explained at page 182 of the Eastern Rates Judgment, I would not change this new Galt rate. Galt is not one of the complainants.

"Preston and Hespeler formerly had the Galt rate, but were advanced to 5 and 7 cents above Galt; distances 4·1 and 7·4 miles respectively. I would now restore them to the Galt group.

"Guelph is 16·2 miles from Galt, and formerly took the same rate; but the judgment placed it at 11 cents over Galt. I would reduce this difference to 5 cents, so as to make the new rate $1.08 instead of $1.14.

"I am unable to see my way to recommending any change to Kitchener. It is true that it also enjoyed the same rate as Galt, although the extra mileage 27·7. Both judgments place it at 11 cents higher, the new rate being $1·14. Were this reduced, the same rate to Stratford would necessarily also have to be reduced, Stratford being 8 miles nearer Black Rock, as well as to the intervening towns of Petersburg, Baden, New Hamburg, and Shakespeare and the reduction would be reflected to St. Mary's and thence to London.

"Again, Woodstock has an advantage in distance of 21 miles from Black Rock compared with Kitchener, so that as both have the same rate the same reduction would follow to Woodstock and Ingersoll, and here, also would be reflected to London.

"These examples show how the rates are inter-related and the extent to which the tariff structure would be affected if all the requests were granted.

"Waterloo is but one mile branch line distance from Kitchener and has always had the Kitchener rate. The new tariff continues this arrangement.

"Elmira is 10 miles beyond Waterloo and is the terminus of the branch. Its rate was formerly 10 cents over Waterloo, and the new tariff makes the difference 11 cents, but the change is so slight that I do not consider that the tariff should be interfered with, particularly as the Canadian Pacific's Goderich branch would be affected, not to speak of Fergus and Elora which are in the same territory and with distances from Black Rock in their favour.

"Adjudication must, in my opinion, take locations and distances into account, without undue regard to past voluntary practice. Clearly, also, the purpose of the last judgment of the Board should be kept in view, and the extent to which that purpose would be voided by the ramifications I have referred to. That with the exception of Guelph the complaining centres are all in the County of Waterloo has, I submit, no practical bearing on rate making.

"As regards the competition between the towns in this Waterloo County group and the argument for equality of rates throughout, the reminder is not needed that this Board and the Interstate Commerce Commission have repeatedly held that it is not the province of regulation to require commercial equality to the disregard of distances and routes.

"It was contended that the distance to Kitchener should be reckoned over the 15th District through Blair and Doon as if the Grand Trunk had bridged the Grand River at Galt, but that branch has no connection with the main line at Galt, the traffic moving over the 22nd district through Preston to Guelph Junction, and thence west to Kitchener.

"I should mention that many of the distances quoted by complainants are those from Suspension Bridge; but, as the Board is aware, the great bulk of the coal movement is through Black Rock.

"The following table tells the whole story. The milcages are from Black Rock. The column headed "Old" gives the rates which preceded the Eastern Rates Judgment, the 'E.R.C.' column the rates of that judgment, and the column headed "15 cents," the 15 cents per ton increase recently granted. The last column shows the rates herein recommended to the disputed destinations underlined:—

To—	Miles.	Old. Cents.	E.R.C. Cents.	15 Cents. Cents.	Cents.
Brantford	74	70	77	92	—
Galt	92	90	88	103	103
Preston	96	90	93	108	103
Hespeler	99	90	95	110	103
Guelph	108	90	99	114	108
Georgetown	93	86	88	103	—
Kitchener	120	90	99	114	114
Stratford	112	90	99	114	—
Woodstock	99	90	99	114	—
Waterloo	121	90	99	114	114
Elmira	131	100	110	125	125
Elora	120	100	110	125	—
Fergus	123	100	110	125	—

Orders to go accordingly.

"RE" EXPRESS RATES ON FISH.

It appeared that the Dominion Express Company had in the past made deliveries of fish by cartage to consignees. By Suplement 11 to Tariff C.R.C. No. 4416 and Supplement 8 to Tariff C.R.C. No. 4437, effective January 15, 1916, the company sought to cancel all cartage delivery applying to fish moving in carload lots from the Atlantic and the Pacific.

The Board, by Order of suspension numbered 24628, suspended these supplements, with the result that the company has been forced to continue delivery of fish as in the past.

The company seeks to sustain its action in cancelling delivery, in view of the following facts:—

1. That the rates from the Pacific to eastern cities are extremely low, and were rates forced by competition.
2. That these rates, competitive as they are, compare with rates in American territory which do not include the cartage delivery service for fish moving in carload lots.
3. That it was never intended by the express companies to make cartage deliveries of fish handled in carload lots.

Held, Chief Commissioner Drayton in his judgment, March 15, 1918, concurred in by Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel and Commissioner Goodeve, that the suspensions under the Board's Order No. 26428 suspending the supplements in question be made absolute.

COMPLAINT OF THE WEST VIRGINIA PULP & PAPER COMPANY, AND OTHERS, "RE" RATES ON PULPWOOD.

This was a complaint filed with the Board by the West Virginia Pulp & Paper Company, requesting that an Order be issued disallowing, in so far as rates to Mechanicville, N.Y., were concerned, C.P.R. Tariff C.R.C. No. E-2847, effective September 10, 1914, and supplement thereto No. 7, effective November 1, 1915 (repeated in the

supplement 12 referred to in the application), applying on pulpwood from C.P.R. points to various United States destinations, principally in eastern New York State.

Subsequently, by supplement 15, issued July 28, to take effect September 1, 1916, the rates were increased 1 cent per 100 pounds from the territory west of Montreal taking the routes via Ottawa or St. Polycarpe Junction, thence G.T.R. to Rouses Point, N.Y., where a connection is made with the Delaware & Hudson R.R.

Order No. 25262 issued August 16, 1916, suspending the last mentioned supplement on the application of the West Virginia Pulp & Paper Co., the Ticonderoga Pulp & Paper Co. of Ticonderoga, N.Y., and the New York & Pennsylvania Co., of Willsboro, N.Y., these two points, with Mechanicville, being, it was stated, practically the only Delaware & Hudson points taking Canadian pulpwood. The Moutain Lumber Co., of New York, subsequently intervened as complainants.

The present application is complementary to the decision of the Board in *International Paper Co. v. G.T.R., C.P.R., and C.N.R. Cos., 15 C.R.C., 111.* That case was concerned with export rates on pulpwood from the territory east of what is involved in the present application It was there recognized that the area in question was one in which water competition had exercised a serious influence on rates. It was further recognized that with the lessening of water competition the railways were within their rights in bringing the rates up more closely to the normal conditions.

Held by Commissioner McLean in his judgment, March 16, 1918, concurred in by Chief Commissioner Drayton, Assistant Chief Commissioner Scott, Deputy Chief Commissioner Nantel and Commissioner Goodeve, that considering what had been approved with respect to analogous commodities in single-line movements, the rates on other forest products, and also the fact that, having regard to the pulp and paper products, the Canadian Pacific and Grand Trunk companies have no re-shipment advantages and revenues accruing therefrom, the increase of 1 cent as provided for in supplement No. 15 was not unreasonable.

Held, further, that in view of the time that had elapsed in connection with the suspension of the tariffs referred to, the parties applicant had had ample notice of the effect of the tariffs; and that the movement concerned being an international one, the filing requirements of the Interstate Commerce Commission had to be recognized. Held, further, that subject to the requirements of the Interstate Commerce Commission in this respect, revised tariffs might be filed with the Board within fifteen days from the date of the Order. *23 Can. Ry. Cas. 153.*

CANADIAN RUBBER MANUFACTURERS *vs.* CANADIAN FREIGHT ASSOCIATION.

It would be unjust discrimination to authorize the shipment of rubber boots and shoes in mixed carload lots at third-class tolls in competition with manufacturers who have not the same privilege of mixing their leather or felt boots with other leather or felt commodities which are entitled to the same classfication in C.L. lots.

C.L. tolls are only given for the purpose of mixing on account of the varied nature of the goods that can be mixed.

Solid rubber tires with a minimum weight of 24,000 pounds, and pneumatic rubber tires with a minimum weight of 16,000 pounds, were both rated third class.

The facts are fully set out in the judgment of the Assistant Chief Commissioner, March 20, 1918, concurred in by Commissioners McLean, Goodeve and Boyce. *23 Can. Ry. Cas., 50.*

NANAIMO BOARD OF TRADE *v.* CANADIAN PACIFIC RAILWAY COMPANY.

It is the duty of a rail carrier in the interests of the shippers to take the shorter, more direct, more economical traffic movement route, but since under the present toll situation the whole of the economy is obtained by the rail carrier, the mielage via the

Ladysmith transfer ought to be reduced to the mileage via the Esquimalt transfer to Nanaimo, and the mileages of stations served by the Ladysmith transfer reduced in the same manner plus the mileage from Ladysmith to destination.

The main question in this case relates to the terminal toll which represents the toll quoted from points in eastern territory to those in western and vice versa, where the movement is open by water, or where the distance from water is so short that the combination rail and water toll is lower than the regular all rail toll, the Board has invariably held that carriers, in their discretion, may or may not meet water competition or competition of any form, and may elect to attempt to get business at small remuneration or do without it altogether, subject to the qualification that when competition is met the competitive toll should be extended to all points in a common district where similar operating and traffic conditions obtain. The volume of traffic moving by water into Nanaimo being very small as compared with that into Victoria, conditions are dissimilar, there is no unjust discrimination.

Nanaimo Board of Trade v. Canadian Pacific Ry. Co., 20 Can. Ry. Cas., 224, reheard and affirmed; *British Columbia News Co. v. Express Traffic Association, 13 Can. Ry. Cas., 176; Midland Lumber Shippers v. Grand Trunk Ry. Co., (Pine Lath Refund Case) 22 Can. Ry. Cas., 387,* followed.

The facts are fully set out in the judgment of the Chief Commissioner, March 25, 1918, concurred in by Mr. Commissioner Goodeve. *23 Can. Ry. Cas., 92.*

COMPLAINT OF R. W. HANNAH, OF TORONTO, "RE" REFUSAL OF GRAND TRUNK RALWAY COMPANY TO APPLY SPECIAL MILEAGE TARIFF RATES ON POTATOES.

Complaint was made to the Board by R. W. Hannah, of Toronto, Ont., that the Grand Trunk Railway Company refused to apply its special mileage tariff rates on potatoes between its stations on shippers' circuitous routing. Under G.T.R. tariff C.R.C. No. E-3642, rates are quoted on potatoes and flax seed. The tariff provides that the rates as given apply "in straight carloads only, mileage basis to be used where specific rates in force". Manifestly there is a clerical error and this should read "where specific rates are not in force". The tariff sets out rates for mileages up to 500 miles. The tariff is also limited in scope to movements between Grand Trunk stations; and it is provided that between common points the competing railways' mileage will apply if shorter than distance by the Grand Trunk.

It was contended in substance by the railway that the tariff while quoted, in miles, is in effect a station to station tariff always based on the shortest mileage. The applicant contended that he had a right to a rate on the actual distance moved, regardless of whether it was the shortest distance between the two points concerned.

Held, Commissioner McLean in his judgment, March 27, 1918, concurred in by Assistant Chief Commissioner Scott and Commissioner Goodeve, that in order to obtain advantage of the stop-off arrangement, the shipper must comply with the provisions of Tariff C.R.C. E-2374; that the direct mileage Hawkestone to Montreal is 357 miles, and that the through rate was 20½ cents; that for the out of line haul of 55 miles there was a charge of 2¾ cents, while for the "stop-off" there was a charge of 1 cent; that the combination thus applying was 24¼ cents instead of the 25 cents claimed by the applicant. *24 Can. Ry. Cas. 123.*

Re APPLICATION OF THE LONDON & PORT STANLEY RAILWAY COMPANY TO INCREASE STANDARD PASSENGER TARIFF.

This was an application made to the Board by the London & Port Stanley Railway Company for authority to increase its standard passenger tariff from 2½ cents per mile to 3 cents per mile, and its standard freight tariff by 15 per cent. The Application involved the extension of the advance allowed by the Board on the application of the railways operated by steam for a general advance in rates to the electric lines.

No electric railway was party to that application, and the judgment of the Board did not deal with rates on electric lines as such. And this for very good reason—not only was no application made for an increase, but one of the greatest items of increased cost, namely, the item of coal, is entirely lacking in electric railways operated with hydraulic power. The present applicant operates with Hydro power.

Some of the electric railway companies have, since the recent advance was allowed the steam lines, filed tariffs making similar advances in their rates. These tariffs have been disallowed by the Board until the necessities of the electric lines were established.

The London & Port Stanley Railway Company has since filed its application, and has submitted data reflecting its increased costs and the effect that the increased cost schedule has had upon its operations.

No other electric railway line in Eastern territory has as yet submitted to the Board evidence on which an increase of rates could be justified.

While the London & Port Stanley Railway does not apply on behalf of itself and all other electric railway companies, that company, operating as it does in a densely populated part of the province, and being without unprofitable mileage confining its operations between terminals already developed, could well be taken as an electric line which should show in the highest degree, having regard to the character of its equipment, the economies of electric railway operation.

The manager and treasurer of the company, which is operated for the city of London by a commission, has filed statements showing the increase in the rate of wages of conductors, motormen, and train men, as between July 1, 1915, and January 1, 1918, amounting to an average increase of 33·421 per cent. Increases approximating a similar percentage advance are shown to be typical and applicable to most of the employees.

Comparative prices of supplies as filed by the London & Port Stanley Railway Company show a state of affairs practically the same as the Exhibits filed by the steam railway companies in their case, the percentage increase being very heavy, in some instances, take for example rails, running as high as 166·363 per cent.

The commission however, does show that it has in the past earned its fixed charges on the old rates, but it is insisted by it that the city is entitled to a greater return than one-quarter of 1 per cent dividend on the monies invested in the electrification scheme.

Held, Chief Commissioner Drayton in his judgment, March 28, 1918, concurred in by Commissioner McLean, that the figures and statements submitted by the applicant company made absolutely clear their necessity for greater revenue, assuming always that the railway is to be treated as a commercial venture and to be maintained without loss to the London ratepayer, either in connection with its operations, or what in the long run is much worse, depletion of the property assets owing to undue economies and scamped maintenance.

Held, further, that the increases awarded should be temporary and only to apply while the present abnormal and excessive costs prevail.

Held, further, that similar relief would be extended to any other electric line that satisfied the Board that its operation and financial condition were such as to require relief. *24 Can. Ry. Cas.*

APPLICATION OF THE CITY OF VICTORIA AND THE ATTORNEY GENERAL OF THE PROVINCE OF BRITISH COLUMBIA "RE" ACCESS OVER THE ESQUIMALT AND NANAIMO RAILWAY BRIDGE.

This was an application made by the municipal council of the city of Victoria and of the attorney general of the province of British Columbia for a declaration from the Board as to the rights of the city to access over the Esquimalt and Nanaimo Railway bridge across a portion of the Victoria harbour; and the application of the Esquimalt and Nanaimo Railway Company for approval of plan showing proposed replacement of Victoria swing bridge, Victoria harbour, B.C.

The application was previously before the Board at a sittings held in Victoria on Tuesday, June 5, 1917. The case was not then concluded, but council were given the liberty of filing further submissions, having regard to the liability of the railway company as alleged by the city on the one hand, and the jurisdiction of the Board to consider the complaint on the other.

In addition to this, the matter seeming to be one eminently for adjustment between the parties rather than a matter which could be dealt with at the time under an Order of the Board, directions were given that the parties should confer and endeavour to come to a compromise. The question of the liability of the railway company in respect of the bridge—the subject matter of the complaint—has been brought before the Board on other occasions.

Negotiations have taken place, but, the parties having failed to arrive at any adjustment, the city is desirous that the matter should be dealt with by the Board without further delay.

Not only is the application an unusual one, but is attended by very unusual circumstances. The tracks of the Esquimalt and Nanaimo Railway Company enter the city of Victoria by means of a swing bridge constructed from the then Indian reserve across a portion of the Victoria harbour to the property of the railway company in the city and constituting the company's terminals.

The bridge was built by the railway company under the authority of an Order in Council approved August 26, 1887, reading as follows:—

> "The committee of council have had under consideration an application of Mr. R. Dunsmuir, on behalf of the Esquimalt and Nanaimo Railway Company, for the approval of the plan and description of a certain swing bridge proposed to be constructed across a portion of Victoria harbour, B.C., on the line of the said railway, to accommodate both railway and highway traffic."
>
> "The Minister of Public Works, to whom the said application was referred, reports:—
>
> "That the bridge will to a certain extent hinder the free use of the upper portion of the harbour, which, however, is not of such importance as the lower portion;
>
> "That it appears, by a resolution passed by the municipal council of Victoria, that there is not any objection on the part of the civic authorities to the construction of the bridge, on the proposed site;
>
> "That the harbour of Victoria is, owing to a want of depth, only available for vessels of comparatively small size and draught;
>
> "That the site selected by the company for the bridge leaves the best portion of the harbour free and accessible at all times for such vessels and craft as can enter;
>
> "That the bridge will not obstruct in any way the use of that portion of the harbour; and
>
> "That he sees no objection to its being built inasmuch as a proper draw has been provided for."
>
> "The Minister of Public Works therefore recommends that permission be granted to the Esquimalt and Nanaimo Railway Company to build a railway and highway bridge across a portion of Victoria harbour, B.C., as per plan hereto annexed."
>
> "The committee concur in the foregoing report of the Minister of Public Works and submit the foregoing recommendations for your Excellency's approval."

The plan annexed to the Order in Council and approved thereby allowed the construction of a bridge similar to the bridge which has in fact been erected. In its caption it is headed:—

ESQUIMALT & NANAIMO RAILWAY, B.C.

"PLAN OF PROPOSED SWING BRIDGE ACROSS VICTORIA HARBOUR."

The bridge section shows, in the first instance, an 18-foot space in which is shown a single track line of railway and extensions 4 feet in width on either side.

The city in the present application, contends that the railway company became bound to construct a railway, foot, and vehicular bridge, which were to be free to the public forever and to bring the terminus of the railway within the limits of the municipality.

The city claims, in the first instance, that the company is so bound by agreement; and, in the second instance, that it is bound by estoppel.

No agreement whatever was produced, but the city has put in evidence the following resolution of the city council passed at its meeting held on June 29, 1887:—

> "Whereas this council has heard with pleasure the report of his worship the mayor to the effect that Mr. Dunsmuir, president of the Esquimalt & Nanaimo Railway Co., has announced that it is the intention of his company to construct across the harbour of Victoria a railway, foot, and vehicular bridge which shall be free to the public forever and to bring the terminus of the said railway within the limits of this municipality."
>
> "Be it therefore resolved that the thanks of this council be tendered the railway company, through Mr. Dunsmuir, for their liberality and that we are of the opinion that the extension of the line to Victoria will confer a great boon on the citizens thereof."
>
> "Resolved that a copy of this preamble and resolution be transmitted to the Dominion and provincial Governments and the president of the Esquimalt & Nanaimo Railway."
>
> "Seconded by councillor Pearce and carried."

And copy of letter sent to the Hon. Robt. Dunsmuir, July 6, 1887, by the proper civil officials reading as follows:—

> "I am directed by his worship the mayor, to enclose for your information, copy of a resolution passed at a regular meeting of the municipal council of this city on the 29th ultimo"—(The resolution is then set out).

Similar letters were at the same time sent to the Honourable the Minister of Public Works, at Ottawa, and to the provincial secretary, at Victoria.

The above resolution is doubtless the resolution which is referred to in the Order in Council as above set out.

Held, Chief Commissioner Drayton in his judgment, March 30, 1918, concurred in by Assistant Chief Commissioner Scott, Commissioners Goodeve and Boyce, that jurisdiction could not successfully be established in the Board, and that the matter was, therefore, entirely one for the Department of Public Works to deal with.

Held, further, that if there was jurisdiction, the plan actually approved by the Order in Council was a plan with but 18 feet space for railway occupation; and that there was no space provided for a vehicular highway, and the ever-ruling interest of public safety of itself would entirely negative the possibility of an Order allowing vehicles to use in common the piece of the bridge in question with the railway.

Held, further, that before any Order could be made by the Board the plans of the new structure would have to be submitted to the Department of Public Works to enable that Department to satisfy itself as to the necessities of navigation at the present time. *24 Can. Ry. Cas. 84.*

SESSIONAL PAPER No. 20c

COMPLAINT OF THE SWIFT CANADIAN COMPANY, LIMITED, OF WINNIPEG, MAN., *re* ALLOWANCE ON BOX CARS.

This was a complaint concerned entirely with the Canadian Pacific's local movement from the Union Stock Yards at St. Boniface, Man., to the Swift Canadian Company's packing-house on the east side of the Red River in the district known as Elmwood.

Supplement 1, effective May 21, 1917, to C.P.R. Switching Tariff C.R.C. No. W. 2251, of April 17, 1917, (both in effect when the hearing was held, although Mr. Ingram's quotations were from the previous tariff) shows a rate of 1 cent per 100 pounds minimum $5 per car, on livestock from the Union Stock Yards to abattoirs situated on the C.P.R. tracks and C.P.R. stock yards at Winnipeg. It is obvious that what is really meant is a flat $5 per car rate, since no carload of stock would weigh 50,000 pounds.

If stock cars are not available and box cars are substituted, the railway agent must have some unit of measurement in order to prevent more animals being shipped than could have been loaded in stock cars for the same charge; hence the provision in the company's Special Tariff of Rules and Regulations, C.R.C. No. W2139, quoted by Mr. Ingram, as follows:—

> "Whenever through shortage of stock cars for carload shipments of cattle and horses, the car service department finds it necessary to supply box cars in lieu thereof, a sufficient number of box cars may be supplied to furnish carrying capacity equivalent to the number of stock cars ordered, at the minimum weights for stock cars required, actual weight if greater."
>
> "In applying above authority, agents will use following scale as miximum carrying capacity of stock car and draw way-bill for each stock carload accordingly:—
>
> *Cattle.*—Beef cattle, 18 head. Yearlings, 35 head. Two-year olds, 26 head. Mixed cars of cattle of different ages (including cows), 22 head.
>
> *Horses.*—Heavy, 17 head; medium, 19 head; light, 22 head.
>
> Box cars in accordance with above will only be supplied on specific authority of the car service department, reference to which will be noted on way-bills.
>
> Agents must show clearly on way-bills what cars were ordered by shippers and what cars supplied, such as—"one stock car ordered, two box cars supplied."

The arrangement above set out as to equivalent carrying capacity is stated by the railway to have been in operation for some twenty years, under an arrangement with western livestock shippers.

During the period extending from October 26 to November 4, and owing to the inability of the railway to supply livestock cars for the intra-terminal movement concerned, the applicant had to use 71 box cars in the movement of cattle.

Held, Commissioner McLean in his judgment, April 3, 1918, concurred in by Chief Commissioner Drayton, that the arrangement in respect of supplying equivalent box car capacity where live stock cars are not available no longer applies on switching movements, that it was abolished by the provisions of Item 85 of C.R.C. No. W. 2250, which was effective before the date of the hearing but was not referred to at the hearing; that the tariff under which application was made was explicit as to the 18 head basis. Had the Board been of opinion that 15 head was the proper basis on a switching movement, then that this could only have been a direction for amendment of tariff as to the future; and that the Board could not have made it retroactive. Held further that as the tariff no longer permits as to switching movements—what is involved in the complaint—that there is nothing on which to rule in connection with the application as launched.

APPENDIX "B".

REPORT OF CHIEF TRAFFIC OFFICER, J. HARDWELL.

SIR,—I have the honour to submit, for the Thirteenth Annual Report of the Board, a memorandum of the freight, passenger, express, telephone, telegraph and sleeping and parlour-car schedules filed with the Board from November 1, 1904, when, by Order of the Board, under the authority of section 311 of the Railway Act, 1903, the railway companies commenced filing their tariffs, to March 31, 1917; and from April 1, 1917, to March 31, 1918, inclusive; also, of the more important orders relating to traffic issued by the Board to March 31, 1918:—

SCHEDULES received from November 1, 1904, to and including March 31, 1917.

Freight—			
Local tariffs	10,687		
Supplements	23,204		
		33,891	
Joint tariffs	25,364		
Supplements	69,657		
		95,021	
International tariffs	103,055		
Supplements	298,859		
		401,914	
			530,826
Passenger—			
Local tariffs	10,628		
Supplements	12,843		
		23,471	
Joint tariffs	7,294		
Supplements	12,556		
		19,850	
International tariffs	16,717		
Supplements	31,105		
		47,822	
			91,143
Express—			
Local tariffs	5,046		
Supplements	52,747		
		57,793	
Joint tariffs	3,990		
Supplements	12,558		
		16,548	
International tariffs	2,173		
Supplements	1,198		
		3,371	
			77,712
Telephone—			
Local tariffs	1,047		
Supplements	1,103		
		2,150	
Joint tariffs	2,276		
Supplements	7,146		
		9,422	
International tariffs	429		
Supplements	7,904		
		8,333	
			19,905
Sleeping and Parlour Car—			
Local tariffs	81		
Supplements	102		
		183	
Joint tariffs	45		
Supplements	97		
		142	
International tariffs	110		
Supplements	301		
		411	
			736

SCHEDULES received from November 1, 1904, to and including March 31, 1917.—*Con.*

Telegraph—			
Tariffs	134		
Supplements	144		
		278	
			278
Combined totals, all schedules			720,600

SCHEDULES received from April 1, 1917, to and including March 31, 1918.

Freight—			
Local tariffs	897		
Supplements	1,810		
		2,707	
Joint tariffs	1,342		
Supplements	6,596		
		7,938	
International tariffs	3,079		
Supplements	28,153		
		31,232	
			41,877
Passenger—			
Local tariffs	1,176		
Supplements	2,034		
		3,210	
Joint tariffs	1,491		
Supplements	2,604		
		4,095	
International tariffs	1,896		
Supplements	5,580		
		7,476	
			14,781
Express—			
Local tariffs	52		
Supplements	1,123		
		1,175	
Joint tariffs	934		
Supplements	225		
		1,159	
International tariffs	498		
Supplements	24		
		522	
			2,856
Telephone—			
Local tariffs	583		
Supplements	87		
		670	
Joint tariffs	52		
Supplements	2,566		
		2,618	
International tariffs	0		
Supplements	1,100		
		1,100	
			4,388
Sleeping and Parlour Car—			
Local tariffs	18		
Supplements	11		
		29	
Joint tariffs	7		
Supplements	13		
		20	
International tariffs	29		
Supplements	64		
		93	
			142
Telegraph—			
Tariffs	6		
Supplements	6		
		12	
			12
Combined totals, all schedules			64,056
Grand total			784,656

SUMMARY OF TRAFFIC ORDERS OF GENERAL INTEREST ISSUED DURING THE YEAR ENDED MARCH 31, 1918.

General Order No. 186, April 4, 1917.—Prescribes minimum loads for grain and grain products carried at carload rates.

No. 26006, April 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Fort Coulonge Rural Telephone Company, operating in the county of Pontiac, Que.

No. 26007, April 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Sandwich South, operating in the county of Essex, Ont.

No. 26010, April 14, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Lyndhurst Rural Telephone Company, operating in the county of Leeds, Ont.

No. 26029, April 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Bromley Telephone Association, operating in the county of Renfrew, Ont.

No. 26030, April 18, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Wolftown Telephone Association, operating in the county of Renfrew, Ont.

No. 26032, April 17, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Madawaska Telephone Association, operating in the county of Renfrew, Ont.

No. 26066, May 1, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Muskrat Lake Telephone Company, operating in the county of Renfrew, Ont.

No. 26091, May 8, 1917.—Fixes the basis of freight rates on potatoes from points in the Maritime Provinces to destinations in Quebec and Ontario.

No. 26114, May 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Lavant-Dalhousie Telephone Company, operating in the county of Lanark, Ont.

No. 26117, May 16, 1917.—Requires the Grand Trunk Pacific and Canadian Pacific Railway Companies to assist the Canadian Northern to relieve grain congestion in the Goose Lake district by furnishing their cars for eastward joint movement, via Saskatoon, at the same rates as if handled direct by the Canadian Northern.

No. 26120, May 11, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Adamston Rural Telephone Association, operating in the county of Renfrew, Ont.

No. 26128, May 19, 1917.—Approves Tariff C. R. C. No. 1 of the Western Canada Telephone Company, of Vancouver, providing tolls at the Belmont Rural Exchange.

No. 26134, May 18, 1917.—Approves an agreement between the Western Canada Telephone Company and the British Columbia Telephone Company, both of Vancouver.

No. 26136, May 22, 1917.—Approves Standard Maximum Freight Mileage Tariff C. R. C. No. 25 of the Moncton & Buctouche Railway.

No. 26138, May 23, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the British American Nickel Corporation, operating in the district of Sudbury, Ont.

No. 26139, May 22, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of St. Vincent, operating in the county of Grey, Ont.

General Order No. 189, May 23, 1917.—Requires the amendment of the so-called "follow lot" rule No. 3 of Canadian Freight Classification No. 16.

General Order No. 190, May 25, 1917.—Requires the amendment of Canadian Freight Classification No. 16 to provide a carload rating for ice-cream cones, of third-class, with a minimum of 16,000 pounds per car.

General Order No. 191, May 26, 1917.—Approves an addition to rule No. 23 of the Regulations Governing Baggage-car Traffic in Canada in case of immigrants' baggage.

General Order No. 192, May 30, 1917.—Disallows application of the railway companies for increased charges for ice supplied to refrigerator cars, and approves the charges proposed for salt supplied to such cars for further lowering the temperature in combination with the ice.

No. 26185, June 5, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Chippawa Hill Telephone Company, operating in the county of Bruce, Ont.

No. 26186, June 5, 1917.—Requires the Grand Trunk and Niagara, St. Catharines & Toronto Railway Companies to provide interswitching facilities between their respective railways at Thorold, Ont.

No. 26194, June 6, 1917.—Approves Canadian Pacific Special Tariff C. R. C. No. 3299, providing charges for pedigree live stock, when shipped by the Department of Agriculture of Ontario.

General Order No. 194, June 6, 1917.—Permits the express companies to amend the express classification for Canada by increasing the conventional weight on which charges are assessed for the carriage of horses, in carloads, from 10,000 pounds to 12,000 pounds per car.

No. 26196, June 6, 1917.—Requires the express companies to deliver goods to the plant of the British Munitions Company, Limited, which is outside of the regular cartage limits at Montreal.

No. 26200, June 8, 1917.—Authorizes the Ottawa and New York Railway to connect its track with that of the Grand Trunk Railway at or near the city of Ottawa, for the interchange of freight traffic.

No. 26206, June 11, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Northcote Farmers' Telephone Company operating in the county of Renfrew, Ontario.

No. 26207, June 11, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Société Co-Opérative de Telephone de St. Mare, operating in the county of Vercheres, Que.

No. 26208, June 11, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and Le Telephone de St. Sebastien d'Iberville, operating in the counties of Iberville and Missisquoi, Que

General Order No. 195, June 23, 1917.—Railway companies to require their cartage agents to limit their charges to the actual weight of the goods carted, subject to the minima provided in the approved Canadian Freight Classification.

No. 26251, June 25, 1917.—Requires the Canadian Northern Railway to readjust its carload rates on newsprint and other paper from Jonquiere, Que., to points in the United States so as not to exceed the concurrent rates on the same commodities from Donnacona or Grand'Mere, Que., by more than 5 cents per 100 pounds.

No. 26262, June 28, 1917.—Approves Standard Maximum Freight Mileage Tariff C.R.C. No. 5 of the Salisbury and Albert Railway.

No. 26302, July 6, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Mond Nickle Company, operating in the district of Sudbury, Ont.

No. 26330, July 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Compagnie de Telephone de Weedon, operating in the county of Wolfe, Que.

No. 26337, July 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Hope Lumber Company's telephone system, operating in th district of Algoma, Ont.

No. 26353, July 16, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Compagnie de Telephone de Charlevoix et Saguenay, operating in the counties of Montmorency, Charlevoix and Saguenay, Que.

No. 26363, July 24, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Hoath Head and Grey Telephone Company, operating in the county of Grey, Ont.

No. 26364, July 24, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Chisholm, operating in the districts of Parry Sound and Nipissing, Ont.

No. 26365, July 23, 1917.—Disallows certain tariffs naming increased stop-over charges on canned goods and live stock in Eastern Canada.

General Order No. 200, July 26, 1917.—Amends Order No. 3249, dated June 29, 1907, by fixing the penalty of section 400, subsection 1 of the Railway Act to read at fifty percentum of the regular charge.

No. 26377, July 27, 1917.—Approves an agrement for the interchange of telephone services between the Bell Telephone Company and the Muskoka River Telephone Company, operating in the district of Muskoka, Ontario.

No. 26382, July 26, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Emily, operating in the county of Victoria, Ont.

General Order No. 201, August 1, 1917.—Approves new Car Demurrage Rules for use of railways in Canada subject to the jurisdiction of the Board.

General Order No. 202, August 2, 1917.—Permits railways to charge increased rates on grain and grain products east of and including Fort William, Ont.

General Order No. 203, August 11, 1917.—As amended by General Order 206, September 7, 1917, approves regulations for the transportation by freight service of dangerous articles other than explosives.

General Order No. 204, August 11, 1917.—Approves revised regulations for the transportation by freight service of explosives.

General Order No. 205, August 15, 1917.—Requires railway companies to stencil inches on the inside walls of cars used in grain traffic in the provinces of Manitoba, Saskatchewan and Alberta.

No. 26420, August 14, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Glengarry Telephone Company operating in the counties of Glengarry and Prescott, Ont.

No. 26470, August 27, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Hazeldean Rural Telephone Company, operating in the county of Carleton, Ont.

No. 26471, August 27, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Wright & Pontiac Telephone Company, operating in the counties of Ottawa and Pontiac, Que.

No. 26490, September 1, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Sydenham Union Telephone Company, operating in the county of Grey, Ont.

No. 26498, September 5, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Balsam Hill Telephone Company, operating in the county of Renfrew, Ont.

No. 26501, September 7, 1917.—Approves Standard Maximum Mileage Freight Tariff C. R. C. No. W-1025 of the Canadian Northern Western lines.

No. 26509, September 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Glenview Rural Telephone Company, operating in the county of Lanark, Ont.

No. 26511, September 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Wallingford Brothers, Limited, operating in the village of East Templeton, to points in the province of Quebec.

No. 26519, September 10, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Gore G. Telephone Company, operating in the county of Prince Edward, Ont.

No. 26547, September 20, 1917.—Prescribes a basis of through rates on woodpulp from manufacturing points in Canada to points in the United States.

No. 26548, September 19, 1917.—Railways to provide the same rates and minimum carload weights for fibreboard cheese boxes as for the wooden variety.

No. 26578, September 26, 1917.—Requires the Canadian Northern Railway to publish joint commodity rates on canned goods, in carloads, from its points in Prince Edward county to points west on the Grand Trunk and Canadian Pacific Railways.

No. 26589, September 29, 1917.—Approves Standard Maximum Mileage Freight Tariff C. R. C. No. 62 of the Edmonton, Dunvegan and British Columbia Railway.

No. 26611, October 5, 1917.—Approves Standard Maximum Mileage Freight Tariff C. R. C. No. 28 of the Quebec Oriental Railway.

No. 26641, October 12, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Monk Rural Telephone Company, operating in the county of Carleton, Ont.

No. 26642, October 16, 1917.—Canadian Pacific Railway to reduce its mill stop-over charge on western grain, ex-lake, milled-in-transit, from two cents to one cent per 100 pounds.

No. 26643, October 15, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Dunnet, operating in the districts of Sudbury and Nipissing, Ont.

No. 26644, October 15, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Everett Telephone Company, operating in the counties of Simcoe and Dufferin, Ont.

No. 26662, October 18, 1917.—Disallows tariff of the Dominion Atlantic Railway increasing the minimum carload weight of apples from 24,000 pounds to 30,000 pounds.

No. 26671, October 22, 1917.—Disallows certain charges of railways in Western Canada for terminal switching movements for distances over one thousand feet.

No. 26677, October 25, 1917.—Approves an agreement for the interchange of telephone services, between the Bell Telephone Company and the Acorn Rural Telephone Association, operating in the county of Renfrew, Ont.

General Order No. 208, October 25, 1917.—Amending General Order No. 152. Authorizes the re-filing of tariffs of tolls for the use of refrigerator cars for the carriage of vegetables.

No. 26715, November 5, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Cie de Téléphone St. Maurice et Champlain, operating in the counties of Champlain and Portneuf, Que.

No. 26716, November 5, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Doe Lake Telephone Company, operating in the district of Muskoka, Ont.

No. 26717, November 6, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Brougham and Gratton Telephone Company, operating in the county of Renfrew, Ont.

No. 26731, November 12, 1917.—Amending Order No. 20846. Extends the express collection and delivery limits at Hamilton, Ont.

General Order No. 209, November 13, 1917.—Approves Supplement No. 10 to Canadian Freight Classification No. 16.

No. 26753, November 19, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Innerkip Rural Telephone Company, operating in the county of Oxford, Ont.

No. 26769, November 24, 1917.—Approves Standard Maximum Mileage Freight Tariff C.R.C. No. 2725 of the Michigan Central Railroad.

No. 26771, November 26, 1917.—Approves Standard Maximum Mileage Freight Tariff C.R.C. No. 3 of the Elgin and Havelock Railway.

No. 26792, December 1, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Dunnville Consolidated Telephone Company, operating in the counties of Haldimand, Lincoln, Welland and Brant, Ont.

No. 26794, December 3, 1917, rescinding suspension Order No. 26035, of April 17, 1917.—Permits the filing of revised tariffs on hay and straw from Canada to the Eastern United States.

General Order No. 211, December 10, 1917.—Prescribes minimum loadings for lumber in closed cars in Eastern Canada.

No. 26821, December 13, 1917.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Laurentide Telephone Company, operating in the county of Ottawa, Que.

No. 26831, December 14, 1917.—Rescinds Order No. 26008 of April 12, 1917, requiring the Canadian Northern to publish joint lake and rail rates from Toronto to its western stations by steamer to Port Arthur.

No. 26838, December 17, 1917.—Approves Standard Maximum Passenger tariff C.R.C. No. 303 of the Northern Pacific Railway at 4 cents per mile between its stations in British Columbia.

No. 26858, December 19, 1917.—Requires the Canadian Northern Railway to charge certain joint rates on pulpwood from its Irondale Division to Campbellford, Ont., via. G.T.R.

General Order No. 213, December 26, 1917.—Permits the railway companies to increase their Standard Maximum freight tariffs by 15 per cent; also their standard passenger tariffs (except in British Columbia) to the basis of 3·15 cents per mile.

No. 26875, December 29, 1917.—Approves standard parlor-car tariff of the Northern Pacific Railway, C.R.C. No. S. 3 on the basis of one-half cent per mile between its stations in British Columbia.

No. 26883, January 3, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Mayo & Blanche Rural Telephone Company, operating in the county of Labelle, Que.

No. 26898, January 7, 1918.—Prescribes express free collection and delivery limits at The Pas, Man.

General Order No. 214, January 10, 1918.—Approves standard maximum passenger tariffs of various railway companies on the basis permitted by General Order No. 213, *supra*.

No. 26899, January 11, 1918.—Approves standard maximum freight tariff C.R.C. No. 375 of the Northern Pacific Railway between its stations in British Columbia.

No. 26901, January 14, 1918.—Authorizes tolls to be charged at Cartier, Ont., for detention of western grain and grain products consigned to Cartier for reconsigning orders.

General Order No. 212, January 15, 1918.—Permits the railway companies to increase their special tolls for transportation 15 per cent, with specific modifications.

General Order No. 214-A, January 17, 1918.—Approves standard passenger tariffs of certain railway companies on the basis permitted by General Order No. 213, *supra*.

General Order No. 215, January 17, 1918.—Approves standard freight tariffs of various railway companies on the basis permitted by General Order No. 213, *supra*.

No. 26916, January 17, 1918.—Prescribes express free collection and delivery limits at Timmins, Ont.

No. 26917, January 19, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Drummondville Telephone Company, operating in the counties of Drummond, Bagot and Yamaska, Que.

No. 26918, January 18, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Crown Hill Telephone Company, operating in the county of Simcoe, Ont.

No. 26919, January 18, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and La Compagnie Telephone Locale St. Georges de Windsor, operating in the counties of Richmond and Wolfe, Que.

No. 26924, January 22, 1918.—Permits appeal to the Supreme Court of Canada upon questions of law in connection with the judgment of the Board in the 15 per cent case. (General Order 212, *supra.)*

No. 26925, January 22, 1918.—Approves standard maximum mileage tariff C.R.C. No. 40, of the Northern Express Company.

No. 26926, January 23, 1918.—Permits appeal to the Supreme Court of Canada upon questions of law in connection with General Order of the Board No. 213, *supra.*

No. 26927, January 23, 1918.—Approves a form of release from liability in respect of persons travelling in non-passenger cars on the Canadian Pacific, Canadian Northern, Grand Trunk and Grand Trunk Pacific Railways.

General Order No. 214-B, January 24, 1918.—Approves standard passenger tariffs of the Boston & Maine Railroad and Moncton & Buctouche Railway on the basis permitted by General Order No. 213, *supra.*

General Order 215-A, January 24, 1918.—Approves standard freight tariffs of the Moncton & Buctouche Railway and Quebec Railway Light & Power Company on the basis permitted by General Order No. 213, *supra.*

No. 26944, January 28, 1918.—Approves revised express free collection and delivery limits at Winnipeg, Man.

No. 26945, January 25, 1918.—Approves revised express free collection and delivery limits at Windsor, Ont.

No. 26946, January 29, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Tilbury East, operating in the county of Kent, Ontario.

No. 26951, January 29, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Ferry Road Telephone Company, operating in the counties of Lanark and Leeds, Ontario.

No. 26986, February 12, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Plum Hollow & Eloida Independent Telephone Company, operating in the county of Leeds, Ontario.

No. 26987, February 12, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the West Lake Telephone Company, operating in the district of Algoma, Ontario.

No. 26993, February 12, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the United Telephone Company, operating in the county of Middlesex, Ontario.

No. 26994, February 18, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the East Wakefield Telephone Company, operating in the county of Ottawa, Quebec.

No. 27019, February 21, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the corporation of the township of Euphrasia, operating in the county of Grey, Ontario.

No. 27025, February 23, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Nissouri Telephone Company, operating in the county of Oxford, Ontario.

General Order No. 214-C, February 25, 1918.—Approves standard passenger tariffs of the Elgin & Havelock Railway and the Northern Pacific Railway on the basis permitted by General Order No. 213, *supra*.

General Order No. 215-B, February 25, 1918.—Approves standard freight tariffs of the Elgin & Havelock Railway, Essex Terminal Railway and Northern Pacific Railway on the basis permitted by General Order No. 213, *supra*.

No. 27928, February 25, 1918.—Approves a form of release from liability in respect of persons travelling in non-passenger cars on the Toronto, Hamilton & Buffalo Railway.

No. 27036, February 26, 1918.—Prescribes rates for the carriage of cream by express companies in British Columbia.

General Order No. 221, February 26, 1918.—Prescribes minimum carload weights for tan bark in Eastern Canada.

No. 27052, March 7, 1918.—Approves a form of release from liability in respect of persons travelling in non-passenger cars on the Kettle Valley Railway.

No. 27064, March 15, 1918.—Approves an agreement for the interchange of telephone services between the Bell Telephone Company and the Boat Lake Telephone Company, operating in the county of Bruce, Ontario.

No. 27068, March 16, 1918.—Prescribes carload rates on cut-glass jars and tumblers from Wallaceburg, Ont., to Toronto and Montreal.

No. 27081, March 21, 1918.—Prescribes reduced rates on coal from the Niagara Frontier to Preston, Hespeler and Guelph, Ont.

No. 27085, March 18, 1918.—Requires the Canadian Pacific Railway to extend the milling-in-transit arrangement to western grain milled at Montreal for destinations on or via the Intercolonial Railway.

No. 27096, March 22, 1918.—Disallows certain tariffs of the express companies by which they proposed to discontinue the free cartage of fish in carloads.

General Order No. 223, March 28, 1918.—Amends General Order No. 204 to permit the heavier loading of explosives in large capacity cars.

I have the honour to be, sir,

Your obedient servant,

J. HARDWELL,
Chief Traffic Officer.

APPENDIX "C."

REPORT OF CHIEF OPERATING OFFICER, GEO. SPENCER.

July 25, 1918.

Dear Sir,—I have the honour to submit herewith, for the Boards Thirteenth Annual Report, a synopsis of the work performed by its Operating Department during the year ending March 31, 1918.

THE REPORTING AND INVESTIGATING OF ACCIDENTS ATTENDED BY PERSONAL INJURY OR LOSS OF LIFE.

During the year accidents to the number of of 1726, covering 333 persons killed and 1,330 injured, were reported to the Board by the various railway companies under its jurisdiction. For particulars, attention is directed to statements 1, 3 and 4.

Out of the total of 1,726 accidents reported as above referred to, accidents to the number of 634 covering 223 persons killed and 892 injured, were enquired into.

Attention is directed to the fact that out of the total of 333 persons killed and 1,830 persons injured, there were trespassers to the number of 93 killed and 63 persons injured. In this respect reference is made to statement 12.

It will be observed by referring to statements 2, 5 and 6, which are comparative statements of the killed and injured, that there is a decrease of 50 persons killed, and, as regards injured persons, there is an increase of 137 as compared with last year.

The matter of highway crossing accidents, protection provided, etc., is set out in statements 3, 4, 7, 8, 9, 10, 11.

Regarding the more prominent accidents during the past five years, same are described in statement 14.

Statement 13 covers a ten-year period of all accidents to passengers, employees and others, comparatively.

INSPECTION OF SAFETY APPLIANCES ON FREIGHT CARS AND LOCOMOTIVES.

Details of the year's work are to be found in statements 15, 16, 17A and 17B.

INSPECTION OF MOTIVE POWER.

During the year 6,416 locomotives were inspected by this department. While a number of defects were reported same were promptly remedied following the inspections.

The monthly and annual inspection report forms for locomotives, numbering approximately 60,000 all told, have been carefully checked upon filing, and where defects were shown necessary action was taken.

LOCOMOTIVE DROPPING CROWN SHEET.

Under this heading it is gratifying to note the small number of persons injured, there being three (3) only employees injured. See second last heading on page 6 of statement 4. The three crown sheet failures were the result of low water, no contributing causes being found.

INSPECTING OF PASSENGER EQUIPMENT, STATION BUILDINGS AND PREMISES.

The work under this heading is carried on by the inspectors while en route taking up various other matters and has to do with the feature of safety, cleanliness, accomodation, etc. Numerous matters have been brought to the attention of the proper officers with good results.

APPLICATIONS AND COMPLAINTS RE TRAIN AND STATION SERVICE.

A large part of the work of the department is the inquiring into applications and complaints in the matter of train and station service. These number several hundred and are to be found enumerated in an appendix prepared by the Secretary's Department.

It might not be amiss to point out that a great deal of work which would come under this heading was done in connection with the movement of the western grain crop and also in connection with the fuel situation in both Eastern and Western Canada. Difficulties in transportation were brought about very materially by extremely cold and stormy weather.

In conclusion it might be stated that in order to accomplish the work briefly outlined above, it has necessitated the travelling of approximately 350,000 miles by the staff of the department.

SESSIONAL PAPER No. 20c

STATEMENT No. 1.—Showing the Number of Passengers, Employees and other persons Killed and Injured on the various Railways in Canada, under the Board's jurisdiction, for the year ending March 31, 1918.

Name of Railway.	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	1	97	36	449	68	83	105	629
Canadian Pacific	13	135	58	81	58	66	129	282
Grand Trunk Pacific		13	3	89	4	2	7	104
Canadian Northern	6	53	21	238	19	57	46	348
Michigan Central	1	4	9	167	12	13	22	184
Essex Terminals				3				3
Chatham, Wallaceburg and Lake Erie					1		1	
Central Vermont				1				1
Kettle Valley						4		4
Midland				2				2
Hamilton and Brantford					1	5	1	5
London and Port Stanley					1	1	1	1
Montreal and Southern Counties		20						20
Windsor, Essex and Lake Shore						6		6
New York Central		1		8		2		11
Quebec, Montreal and Southern	1			12			1	12
Thousand Islands					1		1	
Algoma Central and Hudson Bay			2			1	2	1
Oshawa				2				2
Pere Marquette			1	11	1	2	2	13
Wabash			1	25	2		3	25
Esquimalt and Nanaimo		1		8				9
Dominion Atlantic				3	2	1	2	4
Lake Erie and Northern		17		5	1		1	22
Hull Electric						3		3
Toronto, Hamilton and Buffalo		1	2	63		18	2	82
Great Northern			1		1	1	2	1
Vancouver, Victoria and Eastern			3	53	2	3	5	56
	22	342	137	1,220	174	268	333	1,830

STATEMENT No. 2.—A Comparative Statement of Killed and Injured between years ending March 31, 1917 and 1918.

	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Year ending March 31, 1917	16	280	155	1,174	212	239	383	1,693
Year ending March 31, 1917	22	342	137	1,220	174	268	333	1,830
Increase over 1917	6	62		46		29		137
Decrease over 1917			18		38		50	

STATEMENT No. 3.—Statement showing separately the Number of Passengers, Employees and others Killed and Injured, and the nature of the Accidents, for the year ending March 31, 1918.

Character of Accidents.	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	...	175	16	62	3	5	19	242
Collision head-on	5	39	1	8	....	....	6	47
Collision rear-on	7	63	7	23	....	....	14	86
Collision in yard	....	7	9	33	....	18	9	58
Collision with cars standing foul of main line	....	....	....	1	....	13	....	14
Collision with cars account open switch	....	....	....	7	....	....	....	7
Collision at level crossing	....	11	....	....	....	3	....	14
Public highway crossing protected by gates	....	....	....	....	6	15	6	15
Public highway crossing protected by bell	....	....	....	....	9	12	9	12
Public highway crossing protected by watchman	....	....	....	....	....	5	....	5
Public highway crossing unprotected	....	....	....	2	52	117	52	119
Private crossing	....	1	....	....	....	1	....	2
Trespassing	....	....	....	6	93	58	93	64
Working on or under engine	....	....	1	114	....	....	1	114
Unclassified	....	18	7	273	5	8	12	299
Adjusting couplers, coupling and uncoupling	....	....	5	70	....	....	5	70
Working on track or bridge	....	....	2	101	....	....	2	101
Falling off handcar, motor or velocipede	....	....	1	23	1	....	2	23
Handcar, motor, velocipede struck by train	....	....	5	11	....	....	5	11
Crawling under cars	....	....	....	1	....	....	....	1
Crawling through cars over couplers	....	....	1	3	....	....	1	3
Caught while passing through cars between couplers	....	....	4	4	1	....	5	4
Cars standing foul	....	....	....	10	....	....	....	10
Struck by switch stand water spout, mail crane, etc.	....	1	....	13	....	1	....	15
Crushed between cars, buildings, lumber pile, platform, etc	....	....	1	12	....	....	1	12
Explosion of locomotive boiler	....	....	....	1	....	....	....	1
Falling off passenger train	3	11	1	2	....	....	4	13
Falling off tender while handling coal	....	....	....	3	....	....	....	3
Falling off tender while taking water	....	....	....	7	....	....	....	7
Working in shop	....	....	4	118	....	....	4	118
Riding on pilot of engine	....	....	....	4	....	....	....	4
Overhead bridge	....	....	....	....	....	....	....	....
Repairing cars on repair track when moved by engine	....	....	2	....	....	....	2	....
Falling off top of car while walking over train	....	....	6	23	....	....	6	23
Falling between cars going over top	....	....	1	2	....	....	1	2
Train parting and colliding	....	....	1	15	....	....	1	15
Jumping off train in motion	2	12	3	30	1	4	6	46
Attempt to board train in motion	5	4	8	20	....	....	13	24
Washout	....	....	....	....	....	....	....	....
Bridge gave way or burnt	....	....	....	....	....	....	....	....
Electrocuted	....	....	1	....	....	....	1	....
Run down in yard by switch or other engine or moving car	....	....	41	48	2	2	43	50
Passing too close around end of string of cars	....	....	....	....	....	....	....	....
Caught in frog, guard rail or switch rod	....	....	....	5	....	....	....	5
Caught while throwing switch	....	....	....	4	....	....	....	4
Falling off cars while climbing up and coming down side or end ladders	....	....	1	6	....	1	1	7
Falling off car while working hand brake	....	....	1	11	....	....	1	11
Asphyxiated in tunnel	....	....	....	....	....	....	....	....
Handling freight	....	....	2	80	....	....	2	80
Loading and unloading O.C.S. material	....	....	....	32	....	1	....	33
Building and repairing	....	....	....	10	....	....	....	10
Working in coal chute	....	....	1	5	....	....	1	5
Cars moved while loading and unloading	....	....	1	5	....	3	1	8
Drawbridge open	....	....	....	....	....	....	....	....
Repairing cars on running track when moved by engine	....	....	1	4	....	....	1	4
Locomotive dropping crown sheet of firebox	....	....	....	3	....	....	....	3
Coupling and uncoupling air hose	....	...	2	5	1	1	3	6
	22	342	137	1,220	174	268	333	1,830

STATEMENT No. 4.—Statement showing the Character of Accidents sustained by the Persons Killed and Injured on the various Railways under the Jurisdiction of the Board for the year ending March 31, 1918.

Name of Railway.	Derailment.		Collision head-on.		Collision rear-end.		Collision in yard.		Collision with cars standing foul of main line.		Collision with cars account open switch.		Collision at level crossing.		Public highway crossing protected by gates.		Public highway crossing protected by bell.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	8	34	.....	4	5	54	2	7	.....	.....	.....	3	.....	11	5	12	3	6
Canadian Pacific	6	111	.....	.....	8	24	6	7	.....	.....	.....	.....	.....	3	1	3	3	2
Grand Trunk Pacific	.....	19	.....	.....	.....	1	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Northern	1	24	6	41	.....	4	1	6	.....	13	.....	.....	.....	.....	.....	.....	1	1
Michigan Central	2	4	.....	.....	.....	.....	.....	16	.....	1	.....	.....	.....	.....	.....	.....	2	3
Essex Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chatham, Wallaceburg & L. E.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Vermont	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Midland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamilton and Brantford	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
London and Port Stanley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal and Southern Counties	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Windsor, Essex and Lake Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quebec, Montreal and Southern	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....
Thousand Islands	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Algoma Central and Hudson Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oshawa	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pere Marquette	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....
Esquimalt and Nanaimo	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dominion Atlantic	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Erie and Northern	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hull Electric	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toronto, Hamilton and Buffalo	.....	.....	.....	.....	1	2	.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vancouver, Victoria and Eastern	2	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	19	242	6	47	14	86	9	58	....	14	.....	7	....	14	6	15	9	12

STATEMENT No. 4—*Continued.*

	Public highway crossing protected by watchman.		Public highway crossing unprotected		Private crossing.		Trespassing.		Working on or under engine		Unclassified.		Adjusting couplers, coupling and uncoupling.		Working on track or bridge.		Falling off hand car, motor, or velocipede.		Hand car, motor, velocipede struck by train.	
	K.	I.	K.	I.	K	I	K.	I	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk		2	24	30		1	32	20		47	6	119	1	32		32		11		1
Canadian Pacific		2	11	35			38	23		5		7	1	8	1	1	2	3	3	
Grand Trunk Pacific			2				1			4	2	20	1	2		8				
Canadian Northern			6	21			11	13	1	11	2	63	1	14	1	22		3	1	5
Michigan Central		1	4	8			6	1		17	1	51		6		17		1	1	1
Essex Terminal										3										
Chatham, Wallaceburg and L. E.																				
Central Vermont				1																
Kettle Valley				1																
Midland												1								1
Hamilton and Brantford			1	5																
London & Port Stanley																				
Montreal and Southern Counties																				
Windsor, Essex and Lake Shore				6																
New York Central				1										2						
Quebec, Montreal and Southern										1		1				2				1
Thousand Islands			1																	
Algoma Central and Hudson Bay								1												
Oshawa																				
Pere Marquette				1		1	1			1		2	1							
Wabash			1				1	1		11		5		1		1				
Esquimalt and Nanaimo												1		2						1
Dominion Atlantic							1	1		1	1									
Lake Erie and Northern			1																	
Hull Electric								3												
Toronto, Hamilton and Buffalo				4						7		18		3		1		4		
Great Northern							1	1												
Vancouver, Victoria and Eastern			1	3			1			3		11				14		1		1
		5	52	119		2	93	64	1	114	12	99	5	70	2	101	2	23	5	11

STATEMENT No. 4—*Continued.*

Name of Railway.	Crawling under cars.		Crawling through cars over couplers.		Caught while passing through cars between couplers.		Cars standing foul.		Struck by switch stand, water spout, mail crane, etc.		Crushed between cars, buildings, lumber piles, etc.		Explosion of locomotive boiler.		Falling off passenger train.		Falling off tender while handling coal.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk				1	1			8		7	1	4			1	5		1
Canadian Pacific			1	1	4			2		1		1			2	6		
Grand Trunk Pacific												1						
Canadian Northern						1				3		3			1	1		1
Michigan Central		1		1		1				3		2						
Essex Terminal																		
Chatham, Wallaceburg and L. E																		
Central Vermont																		
Kettle Valley																		
Midland																		
Hamilton and Brantford																		
London and Port Stanley																		
Montreal and Southern Counties																		
Windsor, Essex and Lake Shore																		
New York Central																		
Quebec, Montreal and Southern																		
Thousand Islands																		
Algoma Central and Hudson Bay																		
Oshawa																		
Pere Marquette																		
Wabash																		
Esquimault and Nanaimo										1								
Dominion Atlantic						1												
Lake Erie and Northern																		
Hull Electric																		
Toronto, Hamilton and Buffalo						1						1				1		
Great Northern																		
Vancouver, Victoria and E														1				
		1	1	3	5	4		10		15	1	12		1	4	13		3

STATEMENT No. 4—*Continued.*

Name of Railway.	Falling off ten ler while taking water.		Working in shop.		Riding on pilot of engine.		Overhead bridge.		Repairing cars on repair track when moved by engine.		Falling off top of car while walking over train.		Falling between cars going over top.		Train parting and colliding.		Jumping off train in motion.		Attempt to board train in motion.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk		2	1	39		3					2	8			1	5		14	1	6
Canadian Pacific				2		1			1		3	1					4	6	10	5
Grand Trunk Pacific		2		18								2						2		2
Canadian Northern			2	33								5	1			3		9	1	7
Michigan Central		1		9								3		1		6		3	1	2
Essex Terminal																				
Chatham, Wallaceburg and L. E.																				
Central Vermont																				
Kettle Valley																				
Midland																				
Hamilton & Brantford																				
London and Port Stanley																				
Montreal and Southern Counties																				
Windsor, Essex and Lake Shore																				
New York Central												2				1		4		
Quebec, Montreal and Southern												1					1	1		
Thousand Islands																				
Algoma Central and Hudson Bay			1						1											
Oshawa														1						
Pere Marquette				2																
Wabash		1		1													1			
Esquimault and Nanaimo																		1		
Dominion Atlantic																		1		
Lake Erie and Northern				1																
Hull Electric																				
Toronto, Hamilton and Buffalo				9							1	1						4		2
Great Northern																				
Vancouver, Victoria and Eastern		1		4														1		
		7	4	118		4			2		6	23	1	2	1	15	6	46	13	21

STATEMENT No. 4—*Continued.*

Name of Railway.	Washout.		Bridge gave way or burnt.		Electrocuted.		Run down by switch or other engine or moving cars.		Passing too close around end of string of cars.		Caught in frog, guard rail, or switch rod.		Caught while throwing switch.		Falling off cars while climbing up and coming down side or end ladders.		Falling off cars while working hand brakes.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk							11	14				2		3		2		5
Canadian Pacific					1		20	19										
Grand Trunk Pacific							1	2								2		
Canadian Northern							5	9				2		1	1	1	1	
Michigan Central							4	5				1				2		
Essex Terminal																		
Chatham, Wallaceburg and Lake Erie							1											
Central Vermont																		
Kettle Valley																		
Midland																		
Hamilton and Brantford																		
London and Port Stanley																		
Montreal and Southern Counties																		
Windsor, Essex and Lake Shore																		
New York Central																		
Quebec, Montreal and Southern																		
Thousand Islands																		
Algoma Central and Hudson Bay																		
Pere Marquette																		1
Wabash																		
Esquimalt and Nanaimo																		
Dominion Atlantic																		
Lake Erie and Northern																		
Hull Electric																		1
Toronto, Hamilton and Buffalo								1										
Great Northern							1											
Vancouver, Victoria and Eastern																		
Oshawa																		
					1		43	50				5		4	1	7	1	11

STATEMENT. No. 4.—*Continued.*

Name of Railway.	Asphyxiated in tunnel.	Handling freight.		Loading and unloading O.C.S. material.		Building and repairing.		Working in coal chute.		Cars moved while loading and unloading.		Draw-bridge open.		Repairing cars on running track when moved by engine.		Locomotive dropping crown sheet of firebox.		Coupling and uncoupling air hose.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K	I.	K.	I.	K.	I.	
Grand Trunk	..	..	45	.....	16	..	4	...	1	.....	.. 5	.....	.....	.....	2	.....	.....	.....	1	105	629
Canadian Pacific	..	1	1	...	..	..	..	..	..	1	.....	..	...	1	.....	.....	....	..	1	129	282
Grand Trunk Pacific	..	..	2	...	3	..	3	..	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	101
Canadian Northern	..	..	13	...	7	..	2	1	1	.....	3	.....	.....	.....	1	.....	1	1	.....	46	318
Michigan Central	..	..	6	..	3	...	..	..	2	.....	.....	..	...	.....	.. ..	.....	1	1	1	22	184
Essex Terminal	..	..	..	...	..	..	..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Chatham, Wallace and Lake Erie	..	..	..	..	..	..	..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	....
Central Vermont	.....	...	...	...	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Kettle Valley	...	..	..	..	..	..	..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Midland	.....	...	...	...	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Hamilton and Brantford	.....	...	...	...	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	5
London and Port Stanley	...	..	..	..	..	..	..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	1
Montreal and Southern Counties	.....	...	...	...	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
Windsor, Essex and Lake Shore	.....	..	...	...	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
New York Central	...	..	..	..	..	..	..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	11
Quebec, Montreal and Southern	.....	..	2	..	..	..	..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	12
Thousand Islands	..	..	...	.....	...	...	...	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	....
Algoma Central and Hudson Bay	.....	..	..	..	..	..	..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1
Oshawa	..	..	..	..	..	..	..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	2
Pere Marquette	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	2	13
Wabash	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	2	35
Esquimalt and Nanaimo	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2
Dominion Atlantic	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1
Lake Erie and Northern	..	..	1	..	..	..	..	..	..	...	..	..	..	..	..	..	..	..	..	1	22
Hull Electric	..	..	..	..	..	..	..	..	..	..	..	..	/	..	..	..	..	..	..	..	3
Toronto, Hamilton and Buffalo	..	..	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	8
Great Northern	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1
Vancouver, Victoria and Eastern	..	1	5	..	3	..	1	..	..	..	..	..	..	..	..	..	..	..	..	5	56
	..	2	80		33		10	1	5	1	8			1	4		3	3	6	333	1,830

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STATEMENT No. 5.—Comparative Statement in totals of Killed and Injured between years ending March 31, 1917 and 1918, separately for each and every year.

Character of Accidents.	1917.		1918.		1918. Increase.		1918. Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	10	234	19	242	9	8		
Collison head-on	6	45	6	47		2		
Collison rear-end	16	42	14	86		44	2	
Collision in yard	3	13	9	58	6	45		
Collision with cars standing foul of main line	2	5		14		9	2	
Collision with cars account open switch		15		7				8
Collision at level crossing	2	22		14			2	8
Public highway crossing protected by gates	10	15	6	15			4	
Public highway crossing protected by bell	4	10	9	12	5	2		
Public highway crossing protected by watchman	1	13		5			1	8
Public highway crossing unprotected	45	98	52	119	7	21		
Private crossing				2		2		
Trespassing	129	79	93	64			36	15
Working on or under engine	7	118	1	114			6	4
Unclassified	16	272	12	299		27	4	
Adjusting couplers, coupling and uncoupling	5	53	5	70		17		
Working on track or bridge	3	92	2	101		9	1	
Falling off hand car, motor or velocipede	4	32	2	23			2	9
Hand car, motor, or velocipede struck by train	6	7	5	11		4	1	
Crawling under cars		1		1				
Crawling through cars over couplers		7	1	3	1			4
Caught while passing through cars between couplers	1		5	4	4	4		
Cars standing foul		6		10		4		
Struck by switch stand, water spout, mail crane, etc.	1	19		15			1	4
Crushed between cars, building, lumber piles, etc	1	17	1	12				5
Explosion of locomotive boiler				1		1		
Falling off passenger train	4	13	4	13				
Falling off tender while handling coal		6		3				3
Falling off tender while taking water	1	7		7			1	
Working in shop	1	116	4	118	3	2		
Riding on pilot of engine	1	3		4		1	1	
Overhead bridge		2						2
Repairing cars on repair track when moved by engine		3	2		2			3
Falling off top of car while walking over train	4	21	6	23	2	2		
Falling between cars going over top	2	4	1	2			1	2
Train parting and colliding	2	9	1	15		6	1	
Jumping off train in motion	12	53	6	46			6	7
Attempt to board train in motion	4	30	13	24	9			6
Washout	2	1					2	1
Bridge gave way or burnt								
Electrocuted			1		1			
Run down in yard by switch or other engines or moving cars	63	56	43	50			20	6
Passing too close around end of string of cars	1						1	
Caught in frog, guard rail or switch rod	2	3		5		2	2	
Caught while throwing switch		2		4		2		
Falling off cars while climbing up and coming down side of end ladders	2	15	1	7			1	8
Falling off car while working hand brake	1	7	1	11		4		
Asphyxiated in tunnel								
Handling freight	4	50	2	80		30	2	
Loading and unloading O.C.S. material		39		33				6
Building and repairing		10		10				
Working in coal chute	3	16	1	5			2	11
Cars moved while loading and unloading		7	1	8	1	1		
Drawbridge open								
Repairing cars on running track when moved by engine	2	3	1	4		1	1	
Locomotive dropping crown sheet of firebox		2		3		1		
Coupling and uncoupling air hose			3	6	3	6		
	383	1,693	333	1,830	53	257	103	120
	333			1,693		110	53	
Decrease	50					137		
Increase				137			50	

STATEMENT No. 6.—Comparative Statement in totals of Killed and Injured between year ending March 31, 1917 and March 31, 1918, for each railway separately.

Name of Railway.	1917.		1918.		1918.			
					Increase.		Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	114	549	105	629		80	9	
Canadian Pacific	161	325	129	282			32	43
Grand Trunk Pacific	12	52	7	104		52	5	
Canadian Northern	35	318	46	348	11	30		
Michigan Central	17	213	22	184	5			29
Essex Terminal				3		3		
Chatham, Wallaceburg and Lake Erie			1		1			
Central Vermont				1		1		
Kettle Valley				4		4		
Midland		1		2		1		
Hamilton and Brantford			1	5	1	5		
London and Port Stanley	1		1	1		1		
Montreal and Southern Counties	2	5		20		15	2	
Windsor, Essex and Lake Shore				6		6		
New York Central	2	9		11		2	2	
Quebec, Montreal and Southern		7	1	12	1	5		
Thousand Islands			1		1			
Algoma Central and Hudson Bay	1	4	2	1	1			3
Oshawa				2		2		
Pere Marquette	5	31	2	13			3	18
Wabash	6	35	3	25			3	10
Esquimault and Nanaimo		2		9		7		
Dominion Atlantic	3	4	2	4			1	
Lake Erie and Northern		8	1	22	1	14		
Hull Electric	1	3		3			1	
Toronto, Hamilton and Buffalo	5	59	2	82		23	3	
Great Northern			2	1	2	1		
Vancouver, Victoria and Eastern	2	43	5	56	3	13		
Niagara, St. Catherines and Toronto	7	1					7	1
Winnipeg Joint Terminals	2	1					2	1
Temiscouata		1						1
Hamilton Radial Electric		1						1
Algoma Eastern	1						1	
Red Mountain		1						1
Quebec Railway Light and Power	1						1	
Vancouver and Lulu Island	1						1	
Ottawa and New York		1						1
London and Lake Erie	1						1	
Boston and Maine	3	6					3	6
Halifax and Southwestern		13						13
	383	1,693	333	1,830	27	265	77	128
	333			1,693		128	27	
Decrease	50						50	
Increase				137		137		

STATEMENT No. 7.—Statement showing the Number of Highway Crossing Accidents, with the total Number of Killed and Injured, by Provinces and Railways, for the year ending March 31, 1918.

Name of Railway.	Ontario.			Quebec.			New Brunswick.			Nova Scotia.			Manitoba			British Columbia.			Saskatchewan.			Alberta.			Total.		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K	I.	Acc.	K.	I.	Acc.	K	I.	Acc.	K.	I.	Acc.	K	1.
Grand Trunk	43	26	44	10	6	6							1	1		1		1	6	1	7	4		5	53	32	50
Canadian Pacific	11	6	15	12	6	11	2	1	2				1	1		1		1	6	1	7	4		5	37	15	41
Canadian Northern	4	1	8	6	5	7				1		1	3	1	2				3		3	1		1	18	7	22
Grand Trunk Pacific																			1	2					1	2	
Michigan Central	12	6	12																						12	6	12
Central Vermont				1		1																			1		1
Kettle Valley																1		4							1		4
Hamilton and Brantford	1	1	5																						1	1	5
Windsor, Essex and L. S.	1		6																						1		6
New York Central				1		1																			1		1
Pere Marquette	1		1																						1		1
Thousand Islands	1	1																							1	1	
Wabash	1	1																							1	1	
Lake Erie and Northern	2		4																						2		4
Vancouver, Victoria and Eastern																3	1	3							3	1	3
	77	42	95	30	17	26	2	1	2	1		1	4	2	2	5	1	8	10	3	10	5		6	134	66	150

STATEMENT No. 8.—Statement showing Highway Crossings at which Protection provided, and Nature of Protection, during year ending March 31, 1918.

File No	Order No	Location of Crossing.	Railway.	Nature of Protection.
26765-2	26031	Elizabethtown Ont., Lynn Road, west of Brockville.....	G.T.R.	Subway.
26727-17	26041	Guelph Ont., Queen Street.	C.P.R.	Automatic electric bell.
26765-19	26105	Weston Ont., Dufferin Street	C.P.R. & and G.T.R.	Automatic electric bell.
26765-25	26110	Casselman, Ont , Sealey Street	G.T.R	Automatic electric bell.
Case 1796	26179	Thamesville Ont., London Road and Victoria Street	G.T.R.	Gates.
27811	26226	Red Deer Alta., first crossing south of station	C.P.R.	Speed limitation of 15 miles per hour.
26765-28	26252	Cowanstown Ont., crossing near	G.T.R.	Automatic electric bell.
8319	26258	Brantford Ont., Clarence and Market Streets.....	G.T.R.	Speed limitation of 8 miles per hour.
26765-3	26264	Township of Moulton, Ont., Forks Road	G.T.R.	Automatic electric bell.
26765-35	26305	Woodstock, Ont., Riddell Street	G.T.R	Automatic electric bell.
27156-12	26307	Dragon Que., Crossing immediately east of station....	C.P.R.	Automatic electric bell.
27486-1	26324	Burnaby B.C., mileage 150	V.V. & E.	Removal of scrub at West end.
27156-10	26327	Outremont Que. Rockland, Ave.	C.P.R.	Gates.
27156-11	26379	Parish of St. Romuald de Farnham, Que., crossing near....	C.P.R.	Automatic electric bell.
15725	26392	Mission B.C., Horne Avenue	C.P.R.....	Cars not to be allowed standing within 125 feet of the centre of street
9137-157				
9137-1281	26527	London Ont., Burwell, Adelaide and Rectory Street	G.T.R.	Gates.
19267				
26765-29	26561	Filsonburg, Ont., immediately west	G.T.R.	Automatic electric bell.
26765-40	26587	Fort Colborne, Ont., town line crossing	G.T.R.	Speed limitation of 10 miles per hour.
23270	26590	Buckingham, crossing west of	C.P.R.	Automatic electric bell.
26727-13	26638	Woodbridge, Ont., Humber Summit crossing.	C.P.R.	Removal of scrub.
28037-1	26650	Penticton, B.C., Winnipeg Street.	K.V.R.	Speed limitation of 4 miles per hour.
26711-4	26663	Brockville, Ont., east leg of wye....	C.P.R. and C.N.R.	Speed limitation of 6 miles per hour and removal of trees at east and west legs of wye.
26765-41	26687	Vars, Ont., first crossing west.	G.T.R.	Automatic electric bell.
15836-5	26740	Montreal, Que., Darling Street	C.N.R.	Gates.
15836-3	26741	Montreal, Que., Davidson Street	C.N.R.	Gates.
15836-4	26742	Montreal, Que., Chambly Street	C.N.R.	Gates.
21713	26798	Walkerville, Ont., Devonshire Road.....	G.T.R. and P.M.R.	Gates.
26765-32	26805	Walkerville, Ont., Walker Road	G.T.R. and P.M.R.	Gates.
26765-57	26825	Bancroft, Ont., Bridge Street	C.N.R.	Speed limitation of 10 miles per hour.
27929-2	26850	Kingsville, Ont , Lansdowne Ave....	P.M.R.	Speed limitation of 10 miles per hour.
27401-2	26857	McAdam Yard, N.B., crossing in yard	C.P.R.	Automatic electric bell.
26765-61	26859	Twp. of London, Ont., Hyde Park Crossing.....	G.T.R.	Speed limitation of 10 miles per hour.

17814 9437-70 9437-1100 4000-2	26878	Montreal, Que., St. Phillipe, Convent, St. Ambroise, St. Ferdinand and Ste. Marguerite Streets	G.T.R.	Gates.
10521	26880	Maisonneuve, Que., Orleans Street	C.N.R.	Gates.
16589-1	26891	Twp. Hawkesbury, M. P. 20, Paquette's Crossing	G.T.R.	Speed limitation of 10 miles per hour.
9437-397	26903	Holland Landing, Ont., immediately south of station	G.T.R.	Speed limitation of 10 miles per hour.
26765-37	26911	Ste. Therese, Que., Sanche Street	C.P.R.	Gates.
7156-17	26937	St. Stanislas, Que., Main Street	N.Y.C.	Automatic electric bell.
7270-3	26942	Komoka, Ont., Main Street	G.T.R.	Automatic electric bell.
26765-30	26948	Brome, Que., First public crossing south	C.P.R.	Speed limitation of 10 miles per hour.
27156-22	27063	Port Credit, Ont., Toronto Street	G.T.R.	Train movements flagged over crossing.
26765-66	27087	Lacombe, Alta., First public crossing south	C.P.R.	Special limitation of 10 miles per hour.
27811-3				

STATEMENT No. 9.—Statement showing the number of Highway Crossings at which Protection has been ordered by the Board, and nature of Protection set out by Provinces, for the year ending March 31, 1918.

Nature of Protection.	Nova Scotia.	New Brunswick	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Total.
Gates	.....	.....	11	8	.....	.....	.....	.....	19
Bell	.....	1	4	9	.....	.....	.....	.....	14
Watchman	.....	.....	.....	.....	.....	.....	.....	.....	.....
Subway	.....	.....	.....	1	.....	.....	.....	.....	1
Speed limitation	.....	.....	1	9	.....	.....	2	1	13
Trains to be flagged	.....	.....	.....	1	.....	.....	.....	.....	1
Removal of scrub and trees	.....	.....	.....	1	.....	.....	.....	1	2
Cars to be kept clear specified distance	.....	.....	.....	.....	.....	.....	.....	1	1
	.....	1	16	29	.....	.....	2	3	51

STATEMENT No. 10.—Statement showing number of Persons killed and injured at public highway crossings, separately for each year, for five years ending March 31, 1918.

	Gates.		Bell.		Watchman.		Unprotected		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1914	10	13	1	6	6	12	44	84	61	115
1915	6	10	2	7	2	5	37	68	47	90
1916	3	4	9	8	2	5	31	57	45	74
1917	10	15	4	10	1	13	45	98	60	136
1918	6	15	9	12	...	5	52	119	67	151
	35	57	25	43	11	40	209	426	280	566

STATEMENT No. 11.—Statement showing the number of Highway-crossing Accidents, the nature of same, for each and every year separately, for the five years ending March 31, 1918.

	Gates.						Watchman.						Bell.						Unprotected.						Total.					
	1914	1915	1916	1917	1918	Total.	1914	1915	1916	1917	1918	Total.	1914	1915	1916	1917	1918	Total.	1914	1915	1916	1917	1918	Total.	1914	1915	1916	1917	1918	Grand Total.
Automobile...	2	2	....	2	1	7	1	1	2	1	3	8	1	1	2	4	5	13	13	9	11	29	45	107	17	13	15	36	54	135
Horse and rig.	5	2	1	2	1	11	3	2	1	4	3	13	5	3	7	7	3	25	54	59	49	45	43	250	67	66	58	58	50	299
Pedestrian....	14	11	6	12	9	52	7	1	3	1	1	13	3	3	2	4	4	16	23	20	17	25	21	106	47	35	28	42	35	187
	21	15	7	16	11	70	11	4	6	6	7	34	9	7	11	15	12	54	90	88	77	99	109	463	131	114	101	136	139	621

The total of 621 accidents covers 280 persons killed and 566 persons injured as referred to in the preceding statement.

STATEMENT No. 12.—Statement showing the number of Trespassers Killed and Injured, by Provinces and Railways, for the year ending March 31, 1918.

	Ontario.		Quebec.		British Columbia.		Alberta.		Saskatchewan.		Manitoba.		New Brunswick.		Nova Scotia.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	23	14	9	6													32	20
Canadian Pacific	19	10	6	7	3	2	5	3	3		1		1	1			38	33
Canadian Northern	2	3	5	3				1	2	3	1	2			1	1	11	13
Grand Trunk Pacific									1								1	
Michigan Central	6	1															5	1
Quebec Montreal and Southern				1														1
Pere Marquette	1																1	
Wabash	1	1															1	1
Dominion Atlantic															1	1	1	3
Hull Electric				3														
Great Northern					1												1	
Vancouver Victoria and Eastern					1												1	
	52	29	20	20	5	2	5	4	6	3	2	2	1	1	2	2	93	63

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STATEMENT No. 13.—Statement showing the Number of Persons Killed and Injured on the various Railways under the Jurisdiction of the Board, from April 1, 1919, until March 31, 1918, classified under three headings, and shown separately for each and every year.

Year.	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
1909	26	227	191	769	231	205	448	1,201
1910	51	211	194	745	211	167	456	1,123
1911	24	132	263	788	207	199	494	1,119
1912	28	292	230	1,381	231	238	489	1,911
1913	21	410	303	1,603	1,319	218	643	2,231
1914	31	339	249	1,250	314	310	594	1,899
1915	8	239	99	873	230	251	337	1,363
1916	17	140	120	788	200	197	337	1,125
1917	16	280	155	1,174	212	239	383	1,693
1918	22	342	137	1,220	174	268	333	1,830
	246	2,612	1,941	10,591	3,329	2,292	4,514	15,495

STATEMENT No. 14.—Statement showing the Number of Persons Killed and Injured in the more prominent Accidents on the various Railways under the Jurisdiction of the Board, shown separately for each year, for the five years ending March 31, 1918.

Nature of Accident.	1914.		1915.		1916.		1917.		1918.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	39	257	7	82	6	55	10	234	19	242	81	870
Collision head-on	7	29	2	46	4	5	6	45	6	47	25	172
Collision rear-end	14	23	7	49	11	76	16	42	14	86	62	276
Collision in yard	18	55	3	54	26	31	3	13	9	58	59	211
Collision with cars open switch	5	17	.....	4	.....	3	.....	15	.....	7	5	46
Collision with cars foul main line	.....	8	.....	2	1	.....	2	5	.....	14	3	29
Collision at level crossing	1	39	2	22	.....	1	2	22	.....	14	5	98
Highway crossing protected	17	31	10	22	14	17	15	38	15	32	71	140
Highway crossing unprotected	44	84	37	68	31	57	45	98	52	119	209	426
Adjusting couplers uncoupling etc	11	60	7	38	5	39	5	53	5	70	33	260
Trespassing	238	164	170	126	143	102	129	79	93	64	773	535
Handcar motor struck by train	10	13	5	9	5	3	6	7	5	11	31	43
Struck by switch stand etc	4	21	1	8	2	6	1	19	.....	15	8	69
Caught between cars and buildings	4	7	.....	9	2	8	1	17	1	12	8	53
Falling off passenger train	6	17	3	11	1	12	4	13	4	13	18	66
Falling off car walking over train	4	41	4	22	5	22	4	21	6	23	23	129
Falling between cars walking over train	2	5	2	3	.....	3	2	4	1	2	7	17
Getting off train in motion	7	55	3	45	11	38	12	53	6	46	39	237
Attempt to board train in motion	8	47	2	29	8	22	4	30	13	24	35	152
Run down by engine or cars	56	64	33	41	27	42	63	56	43	50	222	253
Locomotive dropped crown sheet	2	4	.....	3	.....	.....	.....	2	.....	3	2	12
	497	1,041	298	693	302	542	330	866	292	952	1,719	4,094

STATEMENT No. 15.—Statement showing number of cars inspected for year ending March 31, 1918, together with defects noted.
STATEMENT No. 15 —*Continued.*

Name of Railway.	Cars inspected.	Cars defective.	Per cent defective.	Grand total defects.	Couplers and parts.	Per cent defective.	Uncoupling mechanism	Per cent defective.	Hand-holds.	Per cent defective.	Air brakes.	Per cent defective.
Canadian Pacific	21,597	1,005	4·60	1,112	17	1·53	170	15·29	49	4·46	676	60·70
Grand Trunk	16,769	784	4·67	911	20	2·19	143	15·70	26	2·85	597	65·53
Canadian Northern	5,097	368	6·04	449	13	2·89	101	22·49	36	8·02	214	47·66
Grand Trunk Pacific	1,465	65	4·44	56	1	1·51	19	28·79	11	16·67	18	27·27
Pere Marquette	1,085	45	4·15	50	1	2	2	4·00	.....	.....	45	90·00
Toronto Hamilton & Buffalo	1,097	47	4·20	51	1	1·96	8	15·69	2	3·92	34	66·67
Michigan Central	3,012	80	2·72	85	.....	.....	3	3·53	5	5·88	62	72·91
Dominion Atlantic	580	52	8·97	71	.....	.....	9	12·67	.....	.....	30	42·25
Algoma Eastern	75	15	20·00	16	.....	.....	4	25·00	.....	.....	11	68·75
Algoma Central	370	16	4·05	21	.....	.....	6	28·57	2	9·50	10	47·62
Halifax and Southwestern	68	15	22·06	23	.....	.....	4	17·39	11	47·83	5	21·71
Chatham Wallaceburg & L.E.	9	7	77·78	12	1	8·33	1	8·33	1	8·33	8	66·67
	52,224	2,499	4·79	2,867	54	1·89	470	16·39	158	5·51	1,710	59·99

Name of Railway.	Ladders. cent	Per defective.	Sill stops.	Per cent defective.	Height of couplers.	Per cent defective.	Miscel-laneous.	Per cent defective.
Canadian Pacific	46	4·14	77	6·01	2	0·18	75	6·74
Grand Trunk	22	2·41	35	3·84	3	0·33	65	7·14
Canadian Northern	20	4·45	29	6·46	.....	.....	36	8·02
Grand Trunk Pacific	.....	.....	1	1·51	.....	.....	16	24·24
Pere Marquette	.....	.....	.....	.....	.....	.....	2	4·00
Toronto Hamilton and Buffalo	1	1·96	2	3·92	1	1·96	2	3·92
Michigan Central	6	7·06	3	3·53	.....	.....	6	7·06
Dominion Atlantic	1	1·41	7	9·86	.....	.....	9	12·68
Algoma Eastern	.....	.....	.....	.....	.....	.....	1	6·00
Algoma Central	.....	.....	2	9·52	.....	.....	1	4·76
Halifax and Southwestern	1	4·35	1	4·35	.....	.....	1	4·35
Chatham Wallaceburg and Lake Erie	.....	.....	1	8·33	.....	.....	.....	.....
	97	3·38	158	5·51	6	0·21	214	7·46

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STATEMENT No. 16.—Statement showing defective Safety Appliances on Freight Cars as reported by the Inspectors for year ending March 31, 1918.

COUPLERS AND PARTS.

Coupler body broken	
Coupler body worn	
Guard arm short	
Knuckle broken	
Knuckle worn	1
Knuckle missing	6
Knuckle pin broken	
Knuckle pin wrong	1
Knuckle pin bent	
Knuckle pin missing	4
Lock block broken	3
Lock block worn	
Lock block wrong	
Lock block bent	
Lock block inoperative	
Lock block missing	1
Lock block key missing	
Lock block trigger missing	
Total	5

UNCOUPLING MECHANISM.

Uncoupling lever broken	26
Uncoupling lever wrong	3
Uncoupling lever bent	28
Uncoupling lever incorrectly applied	3
Uncoupling lever missing	74
Uncoupling chain broken	279
Uncoupling chain too long	3
Uncoupling chain too short	
Uncoupling chain kinked	
Uncoupling chain missing	49
End casting broken	1
End casting wrong	
End casting bent	
End casting loose	
End casting incorrectly applied	
End casting missing	
Keeper broken	
Keeper wrong	
Keeper bent	
Keeper loose	
Keeper incorrectly applied	
Keeper missing	
Angle clip loose	4
Total	470

fifiw

HANDHOLDS.

Handhold broken	14
Handhold bent	94
Handhold loose	10
Handhold incorrectly applied	
Handhold missing	40
Total	158

fifiw

HEIGHT OF COUPLERS.

Coupler too high	
Coupler too low	4
Carrier Iron loose	2
Total	6

STATEMENT No. 16—*Continued.*

AIR BRAKES.

Triple Valve defective	..
Triple Valve missing	..
Reservoir defective	.....
Reservoir loose	...
Cylinder defective	12
Cylinder loose	62
Cylinder and triple valve not cleaned within 12 months	10
Cylinder and triple valve not stencilled with date cleaning	....
Cut out cock defective	44
Release cock defective	...
Release cock missing	...
Release rod broken	71
Release rod missing	22
Angle cock defective	104
Angle cock missing	3
Train pipe broken	28
Train pipe loose	43
Train pipe bracket missing	12
Cross-over pipe defective	14
Hose defective	1
Hose missing	51
Hose casket missing	75
Retaining valve defective	10
Retaining valve missing	.....
Retaining pipe defective	91
Retaining pipe missing	1
Brake rigging defective	80
Brake cut out	951
Brake cut out; card old	7
No brakes of any kind	18
Pump missing	.....
Total	1,710

LADDERS.

Ladder round broken	13
Ladder round bent	70
Ladder round loose	9
Ladder round missing	2
Ladder loose	2
Ladder incorrectly applied	1
Total	97

SILL STEPS.

Sill step broken	15
Sill step bent	127
Sill step loose	5
Sill step incorrectly applied	...
Sill step missing	11
Total	158

MISCELLANEOUS.

Total	214
Grand total	2,867

STATEMENT No. 17-A.—Statement of defects on Freight Cars, shown separately for each year, for five years ending March 31, 1918.

	1914	1915	1916	1917	1918	Total.
Couplers and parts	336	166	100	100	54	756
Uncoupling mechanism	1,606	886	551	548	470	4,061
Handholds	241	182	340	291	158	1,212
Air brakes	5,935	4,181	3,127	1,887	1,710	16,840
Ladders	647	417	151	99	97	1,411
Sill steps	485	301	213	195	158	1,352
Height of couplers	21	.....	4	4	6	35
Micellaneous	1,511	876	565	371	214	3,537
Grand total	10,782	7,009	5,051	3,495	2,867	28,204

STATEMENT No. 17-B.—Statement of cars inspected and defective, shown separately for each year, for five years ending March 31, 1918.

	1914	1915	1916	1917	1918	Total
Cars inspected	110,407	105,485	77,491	58,073	52,224	402,680
Cars defective	9,989	6,578	4,541	2,957	2,499	26,564
Percentage defective	9·05	6·24	5·86	5·09	4·79	6·59

APPENDIX "D."

REPORT OF THE CHIEF FIRE INSPECTOR, CLYDE LEAVITT.

March 31, 1918.

A. D. Cartwright, Esq.,
Secretary, Board of Railway Commissioners,
Ottawa, Ontario.

Sir,—Herewith I beg to submit, for the thirteenth annual report of the Board, the report of the Fire Inspection Department for year ending March 31, 1918.

The work of this department is more or less directly concerned with all of the 32,524 miles of railway lines in Canada subject to the Board's jurisdiction. Of this, 11,757 miles, or 36 per cent, is classified as forest sections, requiring the adoption of special patrol or other fire protective measures indicated in General Order No. 107. There are 12,228 miles, or 37 per cent of the total, in prairie sections, in the three prairie provinces, subject primarily to the Board's fire guard requirements. Of lines in settled districts, or non-forested lands, apart from the foregoing, there are 9,014 miles, or 27 per cent; here the special requirements are at a minimum, due to the relatively low fire hazard which exists.

ORGANIZATION.

During the past year, seventy-eight officials of the Dominion and provincial forestry and fire-protective organizations acted as local officers of this department, as follows:—

British Columbia Forest Branch	34
Dominion Parks Branch	6
Dominion Forestry Branch	7
Department of Agriculture of Alberta	3
Fire Commissioner's Department of Saskatchewan	2
Forestry Branch of Ontario	15
Forest Protection Branch of Quebec	9
Department of Lands and Mines of New Brunswick	2

RAILWAY FIRE PATROLS.

The special patrol requirements are now largely standardized, so that little variation is required from year to year. Such requirements are applicable to lines running through forest sections, where the fire hazard is relatively high. Due to war conditions, considerable difficulties were experienced by some of the companies in securing sufficient numbers of competent men for this work. Some trouble was also experienced in securing deliveries of power speeders, velocipedes, spare parts, and other necessary equipment.

FIRE STATISTICS.

Climatic conditions largely govern the forest fire situation, the fire hazard increasing in ratio to the periods of drought experienced. During 1917, Eastern Canada did not have drought periods of long duration, while in the West, particularly in British Columbia, this situation was reversed.

In British Columbia the fire hazard was highest south of the railway belt, was average up to the 53rd parallel, and below normal north of that line. The hazard was highest in the month of July when temperatures and wind velocity were high and

precipitation low. Of the grand total of railway fires reported for the Dominion, 59·52 per cent occurred in British Columbia; these fires burned over 28·73 per cent of the total area, and did 21·85 per cent of the total damage reported for fires along railway lines subject to the Board's jurisdiction throughout the Dominion.

The fire hazard in Manitoba, Saskatchewan and Alberta was highest during May, when 83 fires occurred along railway lines, this being approximately 51 per cent of the total, for these provinces, for the season. The hazard rose again in July, when 42 fires occurred.

In the western portion of Ontario, the hazard was high for a short period in May and during the early part of June. Throughout the rest of the season, and in the eastern portion of the province, conditions were very favourable and at no time during the season was the hazard serious.

The hazard in Quebec and the Maritime Provinces was at no time above normal and the season was favourable for fire protection.

During the season of 1917, 1,097 fires were reported as having originated within 300 feet of railway lines, subject to the Board's jurisdiction. Of these, 76·84 per cent are definitely attributed to railway agencies, 7·84 per cent to known causes other than railways, and 15·32 per cent to unknown causes. Of the total area burned over, amounting to 74,234 acres, 36·73 per cent is chargeable against the railways, 14·24 per cent to known causes other than railways, and 49·03 per cent to unknown causes. The total damage done is estimated at $105,668. Of this, the railways are definitely charged with 24·43 per cent, while 12·88 per cent of the damage is due to known causes other than railway, and 62·69 per cent to unknown causes.

It will be noted that while the railways are directly charged with 76·84 per cent of the total number of fires, these fires covered only 36·73 per cent of the total area burned and did only 24·43 per cent of the total damage. In addition, some of the fires of unknown origin were no doubt due to railway causes.

Of all fires reported, the causes are as follows:—

Locomotives	72·65 per cent
Railway employees	4·19 "
Tramps, etc.	2·00 "
Settlers	4·47 "
Other known causes	1·37 "
Unknown causes	15·32 "

Summary of Reports on Fires in Forest Sections originating within 300 feet of track on Railway Lines subject to the Jurisdiction of the Board of Railway Commissioners for Canada, Season of 1917.

	Canadian Pacific (Western Lines)(a)	Canadian Northern (Western Lines).	Grand Trunk Pacific	Great Northern (b)	Kettle Valley.	Edmonton, Dunvegan and British Columbia.	Canadian Pacific (Eastern Lines).	Canadian Northern (Eastern Lines)(c)	Grand Trunk	Algoma Central and Hudson Bay.	Miscellaneous (d)	Totals.
A. Railway Fires.												
1. Number by Causes—												
(a) Locomotives, Class A fires	113	14	12	14	2	14	5	15	4		6	229
Locomotives, Class B fires	201	36	15	102	35	29	51	63	22		14	568
(b) Employees, Class A fires	3	1					2	3	1		1	11
Employees, Class B fires	3	7	1			3	5	12			4	35
(c) Total of Class A fires	146	15	12	14	2	14	7	18	5		7	240
Total of Class B fires	204	43	16	102	35	32	56	75	22		18	603
Total of all railway fires	350	58	28	116	37	46	63	93	27		25	843
2. Areas burned (Acres)—												
(a) Young forest growth	414	27	1	20	15	73	90	928	117		20	1,705
(b) Timber land	561	721	23	26	6	179	98	60	9		7	1,693
(c) Slashing or old burn	1,591	183	2	2,177	550	230	1,692	3,931	15		25	13,426
(d) Other classes of land	929	595	174	910	312	6,708	626	42	74		69	10,439
(e) Total	6,498	1,526	200	3,133	883	7,190	2,506	4,961	245		121	27,263
3. Value of property destroyed—												
(a) Young forest growth	$ 405	$ 7	$ 3	$ 200	$ 15	$ 153	$ 47	$ 671	$ 48		$ 10	$ 1,559
(b) Standing timber	460	1,439	77	33		68	291	260			100	2,728
(c) Forest products	503	3,086		12,000	40	16					14	15,659
(d) Other property	2,722	250		580	102	1,020	391	465	241		102	5,873
(e) Total	$ 4,090	$ 4,782	$ 80	$12,813	$ 157	$ 1,257	$ 729	$ 1,396	$ 289		$ 226	$ 25,819
B. Known Causes Other Than Railway Fires.												
1. Number by Causes—												
(a) Campers and travellers— Class A fires	1	1				4						12
Campers and travellers— Class B fires	1	2			1	5					1	10

(b) Settlers, Class A fires		2						2				4
Settlers, Class B fires		30	1		1	7	3	2			1	45
(c) Other known causes—												
Class A fires	1	1										2
Other known causes—												
Class B fires		2			2	3	1	5				13
(d) Total of Class A fires	5	7				4		2				18
Total of Class B fires	1	34	1		4	15	4	7			2	68
Total of all known causes	6	41	1		4	19	4	9			2	86
2. *Areas burned (Acres)*—												
(a) Young forest growth		1,970				64		4				2,038
(b) Timber land		1,631	20		2	93						1,746
(c) Slashing or old burn			60		1,304	103	8	503			1	1,979
(d) Other classes of land	1	2,825			1,300	683					2	4,811
(e) Total	1	6,426	80		2,606	943	8	507			3	10,574
3. *Value of property destroyed*—												
(a) Young forest growth		$ 5,900	$		$	$ 87		$ 15	$		$	$ 6,002
(b) Standing timber		4,120			15	192						4,327
(c) Forest products		2,196	105					240				2,541
(d) Other property		405			325	7			6		1	738
(e) Total		$12,621	$ 105		$ 340	$ 286		$ 255	$ 6		$ 1	$ 13,608
C. Fires of Unknown Origin.												
1. *Number*—												
(a) Total of Class A fires	26	1	2		1		3	13	1		2	49
(b) Total of Class B fires	14	25	9		6		31	26	2	1	5	119
(c) Total of all unknown fires	40	26	11		7		34	39	3	1	7	168
2. *Areas burned (Acres)*—												
(a) Young forest growth		50					38	9				97
(b) Timber land	50	20,150	60		4		16					20,280
(c) Slashing or old burn	2,502	64	3,104		1,360		4,917	1,797	35	1	101	13,881
(d) Other classes of land	33	1,861			59		151	24			11	2,139
(e) Total	2,585	22,125	3,164		1,423		5,122	1,830	35	1	112	36,397
3. *Value of property destroyed*—												
(a) Young forest growth	$	$ 52	$		$		$ 14	$ 20	$	$	$	$ 86
(b) Standing timber	360	59,102	330		25		145					59,952
(c) Forest products	520	307							37	61	2,383	3,308
(d) Other property	610	1,000					545	740				2,895
(e) Total	$ 1,480	$60,461	$ 330		$ 25		$ 704	$ 760	$ 37	$ 61	$ 2,383	$ 66,241

Summary of Reports on Fires in Forest Sections, etc.—*Continued.*

	Canadian Pacific (Western Lines) (a)	Canadian Northern (Western Lines).	Grand Trunk Pacific.	Great Northern (b).	Kettle Valley	Edmonton Dunvegan and British Columbia	Canadian Pacific (Eastern Lines).	Canadian Northern (Eastern Lines) (c)	Grand Trunk	Algoma Central and Hudson Bay.	Miscellaneous.	Totals.
D. Grand Totals for All Causes.												
1. *Number*—												
(a) Total of all Class A fires....	177	23	14	14	3	18	10	33	6	.....	9	307
(b) Total of all Class B fires.....	219	102	26	102	45	47	91	108	24	1	25	790
(c) Total of all fires reported..	396	125	40	116	48	65	101	141	30	1	34	1,097
2. *Areas burned (Acres)*—												
(a) Young forest growth.....	414	2,047	1	20	15	137	128	941	117	.....	20	3,840
(b) Timber land.....	614	22,502	103	26	12	272	114	60	9	....	7	23,719
(c) Slashing or old burn.. . .	7,093	247	3,166	2,177	3,214	333	6,617	6,231	80	1	127	29,286
(d) Other classes of land.....	963	5,281	174	910	1,671	7,391	777	66	74	.....	82	17,389
(e) Total.....	9,084	30,077	3,444	3,133	4,912	8,133	7,636	7,298	280	$ 1	236	74,234
Value of Property Destroyed—												
(a) Young forest growth.....	$ 405	$ 5,059	$ 3	$ 200	$ 15	$ 240	$ 61	$ 706	$ 48	.....	$ 10	$ 7,647
(b) Standing timber.....	810	64,661	407	33	40	260	436	260	.....	.....	100	67,007
(c) Forest products..... . .	1,023	5,589	105	12,000	40	16	. . .	240	37	61	2,397	21,508
(d) Other property..	3,332	1,655	..	580	427	1,027	936	1,205	241	. . .	103	9,506
(e) Total	$ 5,570	$77,864	$ 515	$12,813	522	$ 1,543	$ 1,433	$ 2,411	$ 326	$ 61	$ 2,610	$105,668

(a) Includes Esquimalt and Nanaimo Railway.
(b) Includes Victoria and Sidney Railway.
(c) Includes Halifax and South Western Railway.
(d) Includes following lines: Algoma Eastern; Atlantic, Quebec and Western and Quebec Oriental; Boston and Maine; Dominion Atlantic; Maine Central; Quebec, Montreal and Southern; Temiscouata; Western Power Company of Canada; White Pass and Yukon.
(e) Note.—No fires were reported during 1917 as originating within 300 feet of track along the following lines:—Cumberland Railway and Coal Company; Elgin and Havelock; Grand Trunk (in Quebec); Moncton and Buctouche; Ottawa and New York; Salisbury and Albert; St. Martins; Temiscouata (in New Brunswick).
Class A fires are those which cover an area of less than one-fourth acre.
Class B fires are those which cover an area of one-fourth acre or more.

INSPECTION OF FIRE PROTECTIVE APPLIANCES ON LOCOMOTIVES.

Inspectors in this department examined fire protective appliances on 973 locomotives, operating in forested territory. Of these, 20 per cent were found defective. In most cases, the defects were of a minor character. This work is handled under a co-operative arrangement with the Operating Department, and supplements the work of that department.

FIRE GUARD STATISTICS.

During the past year there were 14,188·13 miles of track subject to the board's jurisdiction in the three prairie provinces, an increase of 258·94 miles over 1916. Since fire-guard mileage is double the track mileage, this represents 28,376·66 fire-guard miles, of which, however, a portion is in forest sections, where fire-guard construction is impracticable.

The following statistical summary shows that 10,994·26 miles of fire guards were constructed or maintained during the past year, while, for various reasons, 17,382·40 miles were not constructed. Of this, 7,899·44 miles were exempted by this department, on the basis of specific showing made that fire-guard construction is impracticable or unnecessary. A total of 6,516·21 miles were not constructed for the several specific reasons indicated in the table, and accepted as relieving the railway companies of responsibility for the construction of fire guards. This leaves 2,966·75 miles not definitely accounted for, and includes the mileage which should have been constructed but was not, largely due to the labour shortage.

Summary of Fire Guard Construction and Maintenance by Railways in the Provinces of Alberta, Saskatchewan and Manitoba, 1917.

——	Edmonton, Dunvegan and British Columbia.	Great Northern.	Grand Trunk Pacific.	Canadian Nortbern.	Canadian Pacific.	Totals.
Length in track miles	407·60	162·38	1,984·60	5,229·30	6,404·45	14,188·33
Length in fire guard miles[1]	815·20	324·76	3,969·20	10,458·60	12,808·90	28,376·66
Fire guards constructed (shown in fire guard miles)—						
a. Grain stubble lands { Fireguarded	.....	86·00	74·20	1,158·90	1,530·19	2,849·29
b. Cultivated hay. " { by owner.	.....	.....	2.70	302·40	62·24	367·34
c. Fenced grazing lands	.....	192·25	456·00	572·70	1,687·97	2,908·92
d. Wild lands	0·53	0·50	760·70	1,463·40	2,643·58	4,868·71
Total miles of fire guard constructed	0·53	278·75	1,293·60	3,497·40	5,923·98	10,994·26
Fire guards not constructed (shown in fire guard miles)—						
Exemptions[2]	731·99	36·00	1,185·40	3,462·60	2,483·45	7,899·44
Owner refused to allow construction[3]	.....	.....	3·80	44·20	18·50	66·50
Unnecessary, land already plowed[4]	9·78	2·00	346·30	828·40	1,135·81	2,322·29
Grain stubble lands { not fireguarded	22·45	.....	847·10	1,208·00	1,770·84	3,848·39
Cultivated hay " { by owner[5].	3·83	.....	7·40	194·50	73·30	279·03
Miscellaneous other reasons	46·62	8·01	285·60	1,223·50	1,403·02	2,966·75
Total miles of fire guards not constructed	814·67	46·01	2,675·60	6,961·20	6,884·92	17,382·40

[1] Fire guard milenge is double the track mileage, since the construction of fire guards is required on both sides of the track.

[2] Company exempted from fire guard construction, as to portions of line where showing made that such construction is unnecessary or impracticable.

[3] Employees of railway company refused permission, by owner, to enter upon land for purpose of constructing fire guards.

[4] Fire guarding unnecessary, because fields already plowed.

[5] Fire guarding in grain stubble and in cultivated hay lands required only where the land owner or occupant would undertake to plow guard at the reasonable price specified by the Board.

FIRE GUARDS.

The fire guard requirements issued for 1917 were substantially identical with those prescribed in 1915 and 1916. An additional clause was, however, included under section E, "Additional Provisions," drawing attention to regulation 8 (*g*) of General Order No. 107, *re* closing of gates and the cutting and leaving of fences down by railway companies' agents, employees, and contractors.

With the idea of facilitating experiments looking toward a reduction in the cost of fire guard construction and maintenance, and after taking the matter up fully with all concerned, authority was granted the Canadian Pacific, Grand Trunk Pacific, and Canadian Northern Railways to handle the fire-guarding of wild lands, along certain of the more northerly lines of these companies in the prairie provinces, on the basis of an eight-foot plowed strip instead of a sixteen-foot plowed strip, supplemented by special attention to the burning of dry grass and weeds between the fire guard and the track. These experiments will be continued during the ensuing year.

COMPLAINTS *re* FIRE GUARDS.

During the past year five specific complaints were received *re* the construction and maintenance of fire guards, as follows:—

Fire guards not established in accordance with fire-guard requirements: C.P.R., one; G.T.P., one.

Non-payment of land owner by railway company for plowing guards in grain stubble land, under clause 2, section A, of fire guard requirements: C.N.R., one.

Two applications were received from railway companies under clause 4, section C, fire guard requirements, for permission to enter upon lands to plow fire guards, in cases where the land owner had refused permission to the company for such construction. One such application from the G.T.P. Ry. was refused, on the basis that fire guard construction was not necessary in the public interest. One other such application made by the C.N.R. was granted under Order No. 26,829, dated December 14, 1917.

RIGHT OF WAY CLEARING.

The acute shortage of labour has, in many cases, unavoidably interfered with right of way clearing, under section 297 of the Railway Act.

APPENDIX "E."

RECORD ROOM.

LIST of Cases appealed to the Supreme Court of Canada, February 1, 1904, to March 31, 1918.

File No.	Subject.	Decision.
1114	Montreal Terminal Railway *vs.* Montreal Street Railway, Pius IX Ave. crossing, Montreal, Que. Question of jurisdiction	Allowed.
1492	James Bay Railway *vs.* Grand Trunk Railway crossing, Belt Line spur. Question of law	Dismissed.
383	Ottawa Electric Railway and city of Ottawa *vs.* Canada Atlantic Railway, *re* Bank Street subway, Ottawa. Question of law	Dismissed.
588	*Re* Toronto Union Station. A. R. Williams expropriation. Question of jurisdiction	Dismissed.
1604 C 1309	Robinson *vs.* Grand Trunk Railway, two-cent rate. Question of law	Dismissed.
689	Canadian Pacific Railway *vs.* Grand Trunk Railway, *re* branch line, London, Ont. Question of jurisdiction	Dismissed.
C 1680	Essex Terminal and Windsor, Essex and Lake Shore Railroad, crossing in Township of Sandwich, Ont. Question of law	Dismissed.
1497	T. D. Robinson *vs.* Canadian Northern Railway spur at Winnipeg. Question of jurisdiction	Dismissed.
9527	Montreal Street Railway *re* rates Montreal Royal ward. Question o jurisdiction	Allowed.
C 4719	Department of Agriculture, province of Ontario, *vs.* Grand Trunk Railway, station at Vineland. Question of jurisdiction	Dismissed.
C 3322	*Re* Toronto Viaduct. Appeal by the Canadian Pacific Railway Company. Question of law	Dismissed.
C 4897	*Re* fencing and cattleguards, Order No. 7473. Appeal by the Canadian Northern Railway Co. Question of jurisdiction	Allowed in part.
C 4492	City of Toronto *vs.* Grand Trunk Railway and Canadian Pacific Railway Companies. Question of law	Referred back to Board.
C 2545	City of Ottawa and county of Carleton, Richmond Road viaduct. Question of jurisdiction	Dismissed.
13079	Grand Trunk Railway *vs.* Canadian Northern Ontario Railway. Spur in township of Scarboro, Ont. Question of jurisdiction	Dismissed.
C 3269	Grand Trunk *vs.* British American Oil Companies. Oil rates. Question of law	Dismissed.
1519	Grand Trunk Pacific Railway *vs.* city of Fort William, *re* location. Question of jurisdiction	Dismissed.
11965	Nigara, St. Catharines and Toronto Railway *vs.* Davy. Question of jurisdiction	Allowed.
9527	Montreal Street Railway (Montreal Park and Island Railway), *re* rates, Mount Royal ward. Question of jurisdiction	Allowed.
15580	Clover Bar Coal Company, Ltd., and Wm. Humberstone *vs.* Grand Trunk Pacific Railway Company and the Clover Bar Sand and Gravel Company	Allowed.
12682	Regina Rate Case	Dismissed.
17963	Grand Trunk Pacific Railway *vs.* A. E. Purcell, of Saskatoon, Sask. Question of jurisdiction	Dismissed.
C 3269	Canadian Pacific Railway Companies *vs.* British American Oil Companies. Question of jurisdiction	Dismissed.
15330	Grand Trunk and Canadian Pacific Railway Companies *vs.* Canadian Oil	
15330.1	Companies. Question of jurisdiction	Dismissed.
20062	British Columbia Electric Railway Company, Vancouver, Victoria and Eastern Railway Company *vs.* city of Vancouver. Question of jurisdiction	Dismissed.
1487	E. B. Chambers and W. B. G. Phair *vs.* Canadian Pacific Railway Company. Question of jurisdiction	Allowed.
18578	Canadian Northern Railway Company *vs.* William A. Taylor. Question of jurisdiction	Dismissed.
19435	Grand Trunk Railway Company *vs.* city of Edmonton, Alta. Question of law	Dismissed.

List of Cases appealed to the Supreme Court of Canada, February 1, 1904, to March 31, 1918—*Concluded.*

File No.	Subject.	Decision.
1750.34	Canadian Pacic Railway Company *vs.* Grand Trunk Railway. Appeal by Canadian Pacific Railway. Question of law	Dismissed.
14329.9	Montreal Tramway and Montreal, Park and Island Railway *vs.* Lachine, Jacques Cartier and Maisoaneuve Railway. Question of jurisdiction.	Allowed.
23009	City of Hamilton *vs.* Toronto, Hamilton and Buffalo Railway. Appeal by T. H. & B. Ry. Question of jurisdiction ...	Allowed.
21428	Grand Trunk Railway *vs.* Hepworth Silica Pressed Brick Co. Question of law...	Dismissed.
12021.70	Toronto Railway Company and the city of Toronto and the Canadian	
9437.153	Pacific Railway Company. Questions of law and of jurisdiction...	Dismissed.
C 3935	City of Edmonton *vs.* Calgary and Edmonton Railway. Question of law.	Dismissed.
16171	Ingersoll Telephone Company (and other independent telephone companies) *vs.* Bell Telephone Company. Question of law	Dismissed.
27524	Grand Trunk Railway *vs.* H. Bourassa of Laprairie, Que., against Order No. 26387, dated July 26, 1917. Questions of jurisdiction and law .	Pending.
13622	Application of the Great Northern Telegraph Company for opinion of Supreme Court of Canada upon a question of law involved in matter of General Order No. 162.	Pending.
27840	Government of Manitoba and J. H. Ashdown Hardware Co., Ltd., of Winnipeg, against Judgment of the Board *re* 15 per cent general increase in freight and passenger rates. Also appeal from the Canadian Northern Railway Company. Question of jurisdiction.	Pending.
26981	Appeal of the Canadian Pacific Railway Co. from an Order of the Board issued in the matter of application of the Department of Public Works province of Ontario, *re* highway crossing between lots 8 and 9, Co. 5, township of Kirkpatrick, Ont. Question of jurisdiction..	Pending.

Summary.

Appeals dismissed	25
Appeals allowed	10
Appeals pending	4
	39

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LIST of Appeals to the Governor in Council, February 1, 1904, to March 31, 1918.

File No.	Subject.	Decision.
399	Bay of Quinte Railway crossing C.P.R. at Tweed, Ont.	Dismissed.
1455	James Bay Railway *vs.* Grand Trunk Railway crossing near Beaverton, Ont.	Dismissed.
1781	Grand Trunk Railway Company *vs.* city of Chatham, Ont., street crossings.	Dismissed.
12992	Maniwaki Branch of the Canadian Pacific Railway, train service from Ottawa.	Judgment not rendered. Matter referred back to Board.
2030	*Re* Tariffs of certain Yukon Railway.	Dismissed.
17716	Canadian Pacific Railway Longue Pointe spur through town of Maisonneuve, Que.	Dismissed.
18787	South Hazelton townsite *vs.* Grand Trunk Pacific Railway.	Allowed.
3452.30	J. Y. Rochester *re* Cameron Bay *vs.* Grand Trunk Pacific Railway.	Dismissed.
12912	Park Avenue Subway, town of St. Louis, Que., *vs.* Canadian Pacific Railway.	Dismissed.
17040	Lambton to Weston spur and Canadian Pacific Railway company.	No formal order.
C 3322	Toronto Viaduct case	Dismissed.
12021.70	City of Toronto, *re* Toronto North Grade separation.	Dismissed.
16177	Canadian Pacific Railway *vs.* Mountain Lumber Manufacturers' Association, *re* lumber rates.	Withdrawn.
19024	Charles Miller of Toronto *vs.* Grand Trunk Pacific Railway, *re* station at Prince George, B.C.	Dismissed.
17716.10	Canadian Pacific Railway *vs.* town of Maisonneuve, Que., *re* highway crossings.	Dismissed.
22681.25	City of Montreal, Que., *vs.* Canadian Northern Railway, siding across Stadacona and Marlboro streets, Montreal, Que.	Pending.
21418	City of Prince George, B.C., *re* location of Grand Trunk Pacific Railway station between Oak and Ash streets, Prince George, B.C.	Dismissed.
21660	Canadian Northern Ontario Railway *vs.* township of Loughboro, Ont.	Dismissed.
26169	Canadian Pacific and Canadian Northern Railway Companies, *re* interswitching at Eastern Public Cattle market, Montreal, Que.	Pending.
17040	Appeal of the Canadian Pacific Railway Company *re* Lambton to Weston spur. (Second appeal).	Dismissed.
27693	City of Hamilton *vs.* Grand Trunk Railway, in the matter of Order No. 26787, and of passenger train service on the Northern and Northwestern branch between Hamilton and Burlington Beach and town of Burlington, Ont.	Pending.
27840	Appeal of the Winnipeg Board of Trade against Order of Board authorizing a general increase of 15 per cent in freight and passenger rates.	Pending.

SUMMARY.

Appeals dismissed	14
Appeals allowed	1
Appeals withdrawn	3
Appeals pending	4
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APPENDIX "F."

GENERAL ORDERS AND CIRCULARS.

CIRCULAR No. 152.

Foot Boards on locomotives used in joint yard and transfer service.

OTTAWA, April 24, 1917.

The question has been raised as to whether a road locomotive used in joint yard and transfer service should be equipped with foot-boards, as outlined in general order No. 102.

Railway companies subject to the jurisdiction of the Board, are hereby instructed that all locomotives used in yard, joint yard and transfer service must be equipped with foot-boards, as prescribed for steam locomotives used in switching service.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 153.

Car Supply.

File 27896.

MAY 12, 1917.

The Board requires that railway companies, subject to its jurisdiction, shall make a report to the Chief Operating Officer of the Board at Ottawa, on the first and 15th day of each month, on the condition of the car supply on their respective lines, giving the information called for on the attached forms, in the order and form as set forth therein.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

1st. The total number of cars under load with revenue freight at stations; the different kind of cars being shown separately, namely: Box cars, stock cars, refrigerator cars, coal cars, flat cars, other cars.

2nd. The total number of loaded cars in transit, either in trains or at stations.

3rd. The total number of empty cars under the different headings, namely: Box, stock, refrigerator, coal, flat, other.

4th. The total demand for empty cars for loading, as per the daily orders, under the different headings: Box, stock, refrigerator, coal, flat, other.

5th. The total shortage or surplus, as the case may be, to be set out.

6th. The number of idle cars, if any, under the different headings.

NOTE.—An idle car means a car that has not been moved on account of there being no demand for it.

7th. The total number of cars, under the different headings, held for repairs.

—	Loaded Cars.		Empty Cars.				
	Inwards at Stations.	In Transit in Trains and at Stations.	In Transit and at Stations.	Shortage.	Surplus.	Idle.	Repairs.
Box							
Stock							
Refrigerator							
Coal							
Flat							
Others							
Total							

N.B.—Loaded cars in transit. Give total of all loaded cars only.

CIRCULAR No. 154.

Car Movements and Efficient Handling.

File No. 28192.

September 19, 1917.

War conditions interfere with car movements. The weather conditions of winter last year increased the congestion, and the coming winter may repeat this. Additional freight cars can be obtained only with great difficulty. Prompt deliveries of new rolling stock do not exist.

If each freight car does more work the difficulty can be faced and overcome. A freight car saved is a freight car gained for extra service. More service per car equals more cars in service. If all shippers load to full capacity or better, to 110 per cent when practicable, car shortage will largely disappear.

Railways by cutting out road delays and by improved handling in terminals can make each car do more work.

Prompt and heavy loading of cars gives more service per car. So also does prompt release of cars. Consignors and consignees are interested in getting cars. Their co-operation in efficient car handling will help not only others but themselves as well.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 155.

Motor Accidents at Level Crossings.

Ottawa, October 15, 1917.

In view of the increasing number of accidents at level crossings in Ontario to persons travelling in motors, the Board desires that a discussion should be had, in which the different motor associations, municipalities, and railways interested should take part, and the best possible methods and protection in the interest of public safety be adopted.

Without in any way limiting the discussion, the following questions should be considered:—

1. The matter of the view from the highway of any approaching trains.

Factors to be considered from the motorist's standpoint are the speed and braking efficiency of the motors having regard to the fact that the motor must be stopped after the train is seen.

2. Whether or not there is any difficulty in seeing the standard railway crossing sign from motors, and whether additional post signs on the road would assist in obviating accidents, for example, warning posts placed at some distance from the crossing, or posts placed in centre of the highway, about fifty feet from crossing?

3. Whether humps or hogs-backs should be placed on the road, so as to compel motorists to bring down the speed of their cars to a rate at which they may safely proceed?

4. Ought motors be brought to a stop before crossing?

5. Bells or wig-wag signals—which are of the greater benefit to motorists?

6. Can any change be made in railway regulations which, without injuring the efficiency of the public service, will promote safety?

7. Ought the regulation whistle signals be given closer to the highway, or any change be made in the use of the signal or the bell?

Written submissions may be sent by the post to the Board at Ottawa, and in addition the matter may be spoken to at any meeting of the Board.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 156.

File 9437.292.

Standardized Metal Warning Signs for Grade Crossings.

January 15, 1918

The Board's inquiry into a recent accident at a highway crossing protected by a watchman brought out the fact that the occupants of the automobile evidently became confused in the signals given by the watchman.

The Board is impressed with the necessity of railway companies adopting some standard signal other than the style of flag now in use by crossing watchmen.

Railway companies are, therefore, directed to consider the adoption of a metal disc, 16 inches in diameter, having a white ground with the word "Stop" in large letters in black thereon, filing their comments with the Board within thirty days of the date of this circular.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 157.

Standard distance between track centres for construction of divisional points, terminal sorting yards and sidings.

File No. 28290.

January 21, 1918.

The Board is considering the advisability of establishing a standard distance between track centres for the construction of divisional points, terminal sorting yards, and sidings, which will provide a safe and satisfactory clearance for the movements of trainmen and yardmen in the performance of their duties.

Railway companies subject to the jurisdiction of the Board are requested to file their views upon the matter within thirty days from this date, stating what clearance, in their opinion, would provide the necessary room between moving cars for the men referred to while carrying on their work.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 158.

Heating of waiting rooms at railway stations where there is no night staff.

File 28281.1.

February 11, 1918.

Railway companies subject to the jurisdiction of the Board are directed to show cause, within thirty days of the receipt of this circular, why an Order should not issue requiring all companies, at agency stations where there is no night staff, to open station waiting rooms and, when necessary, provide heat and light, at least thirty minutes prior to the scheduled arriving time of all passenger trains and to keep the waiting rooms open until the departure thereof, irrespective of whether the trains are on schedule time or not.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 159.

Fire Extinguishers in passenger cars on electric railway lines.

Case 1858.

February 25, 1918.

The Board is considering the advisability of requiring electric railways subject to its jurisdiction to provide fire extinguishing apparatus in passenger-carrying cars, including therein combination cars, if any.

Electric railway companies are therefore directed to show cause within thirty days of the receipt of this circular, why such a requirement should not be made effective.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 160.

File No. 27840.7.

February 27, 1918.

I am directed to announce to all concerned that the reference to common clay and sand, gravel and crushed stone, at page 439, vol. VII, No. 20, of the fortnightly publication of Judgments, Orders, Regulations and Rulings of the Board, dated January 8, 1918, containing the judgment dated December 26, 1917, in the so-called 15-per-cent case, was intended to be understood in the collective and not the particular sense; that is to say, the specific increase of not more than 5 cents a ton is to be understood to apply to all the commodities which have hitherto been carried under the special mileage scale, or under specific commodity items of the tariffs, at the same rates as those particularized in the judgment.

I am also directed to say that any tariffs in conflict with this announcement which have already been filed to take effect on the 15th March next, or which, bearing an earlier effective date, have been postponed in compliance with the Order in Council, must be amended in accordance herewith.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 161.

Reporting of railway accidents under Order No. 7472.

File 10895.

March 8, 1918.

I enclose copy of revised form schedule "A" adopted by the Board for use of railway companies subject to its jurisdiction in making returns of accidents required by Order No. 7472, dated July 8, 1909, and am directed to state that this form is to be used by railway companies as soon as their existing supply of forms is exhausted.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

RAILWAY SYSTEM.

SCHEDULE "A."

TO THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Return required by Order No. 7472, dated July 8, 1909, pursuant to chapter 32 of 8 and 9 Edward VII:—

1. Date and hour of accident.

2. Train. Conductor Engine

Engineer

3. Province.

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4. *Place of accident—*
State if in city, town, village or township.
If in city, town or village, give name of street; if no name, say how many crossings from station specifying direction.
If in township, give distance in miles and fraction of mile from nearest station, specifying direction, also give distance of nearest mile post of subdivision and any other information of an identifying character.

5. (*a*) Particulars of accident.
(*b*) Names of persons injured or killed and addresses.

6. Was crossing protected at time of accident, and if so, in what manner.

7. Time and date, speed limitation of ten miles an hour established or watchman put on as required by sec. 275 (subsec. 4) and General Order 77.

8. If any previous accident at same place subsequent to 1900, give date. if more than one accident, give date of last one only.

9. Remarks covering any other information that the company thinks should be submitted not covered by the foregoing details.

I certify that from inquiries made by me, or my knowledge, the foregoing return is correct.

Place..... Signature.....

Date ..... Title.....

CIRCULAR No. 162.

Standardizing of crews for the operation of freight trains on electric railways.

File 28517.

The Board desires to be informed of the practice of electric railways subject to its jurisdiction with regard to the crews of electric freght locomotives, and if in the operation of such motors—whether switching or in road service—the crew consists of two men the same as a steam locomotive, or but one man on the engine.

You are requested to file your submissions in the matter within thirty days of the date of this circular.

By order of the Board.

A. D. CARTWRIGHT,
Secretary.

GENERAL ORDER No. 186.

In the matter of the complaints of the Dominion Millers' Association and the Toronto Board of Trade against the increased carload minimum weights on grain and grain products for domestic consumption published by the railway companies to take effect April 2, 1917, in the following schedules, namely:—

Canadian Pacific Railway Company:

Supplement 35 to C.R.C. No. E. 1196.
Supplement 47 to C.R.C. No. E. 2480.
Supplement 41 to C.R.C. No. E. 2715.
Supplement 8 to C.R.C. No. E. 2907.
Supplement 7 to C.R.C. No. E. 3120.

Grand Trunk Railway Company:

Supplement 25 to C.R.C. No. E. 1087.
Supplement 42 to C.R.C. No. E. 2566.
Supplement 5 to C.R.C. No. E. 3041.
Supplement 7 to C.R.C. No. E. 3289.

together with similar schedules published and filed by other railway companies.

File No. 19475.37.

Upon hearing the complaints at the sittings of the Board held in Ottawa, March 20, 1917, the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies, the Canadian Freight Association, the Dominion Millers' Association, and the Boards of Trade of Montreal and Toronto being represented at the hearing, and what was alleged,—

It is ordered:

1. That, excepting flour, the complaints against the minimum weights be, and they are hereby, dismissed.

2. That the proposed minimum weight of 50,000 pounds per car for flour when loaded in cars of the capacity of 60,000 pounds or 70,000 pounds be, and it is hereby, disallowed.

3. That the complaints against the minimum weights for flour when loaded in cars of the capacity of 80,000 pounds or 100,000 pounds be, and they are hereby dismissed.

4. That the railway companies be permitted to increase the minimum weight for flour to 45,000 pounds per car when loaded in cars of the capacity of 60,000 pounds or 70,000 pounds.

5. That the minimum weight authorized by clause 4 hereof, also the minimum weights for flour in cars of greater capacity and for other grain products, be not made effective before April 30, 1917.

6. That should the railway company, for its own convenience, furnish a larger capacity car in lieu of a car of 60,000 pounds or 70,000 pounds capacity required by the shipper, the minimum weight shall be that for the car so required, provided that the weight actually loaded does not exceed the maximum load for the type of car so required.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, April 4, 1917.

GENERAL ORDER No. 187.

In the matter of the complaints of the Boards of Trade of Vancouver, Edmonton and Winnipeg, the Saskatchewan Branch of the Retail Merchants' Association of Canada, Inc., the Montreal Board of Trade and the Canadian Manufacturers' Association, against the proposed increase in the "rail-and-water" rates between Eastern and Western Canada:

File No. 27752.

Upon reading what is filed in support of the complaints and on behalf of the railway companies,—

It is ordered: That the through rail-and-water class rates applying between eastern and western Canada, and the through rail-and-water commodity rates from eastern to western Canada, via Port Arthur, Fort William or Westfort; also the rail-and-water commodity rates from eastern Canada to Port Arthur, Fort William or Westfort, for furtherance, named in tariffs C.R.C. Nos. 1 and 2, published by G. C. Ransom, agent, to become effective April 23, 1917, be, and they are hereby, suspended pending a hearing by the Board.

And it is further ordered: That the through rail-and-water class rates applying between eastern and western Canada, and the through rail-and-water commodity rates from eastern to western Canada, via Port Arthur, Fort William or Westfort; also the rail-and-water commodity rates to Port Arthur, Fort William or Westfort, Ont., for furtherance, in effect immediately prior to the close of navigation in 1916, be restored and continued in effect until further order of the Board.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, April 12, 1917.

GENERAL ORDER No. 188.

In the matter of the complaint of the Brotherhood of Locomotive Engineers alleging that the Canadian Pacific and the Canadian Northern Railway Companies have wilfully violated the flagging rules in force on their respective systems in the operation of trains in Western Canada; and applying for the adoption of certain regulations by the Board, having in view the protection of employees of the railway companies subject to the jurisdiction of the Board.

File No. 4135-25.

Upon reading the communications and submissions filed on behalf of certain of the railway companies interested and the complainants, and the report and recom-

mendation of the Chief Engineer and the Chief Operating Officer of the Board after a conference between the Board's officers and representatives of the Grand Trunk, Grand Trunk Pacific, Canadian Pacific, Canadian Northern, and Toronto, Hamilton & Buffalo Railway Companies, the Michigan Central Railroad Company, the complainants, the Brotherhood of Locomotive Firemen and Enginemen, the Brotherhood of Railroad Trainmen, the Order of Railroad Conductors, the Order of Railway Telegraphers, and the International Brotherhood of Maintenanee of Way Employees held in the city of Toronto on the 4th day of August, 1915, upon notice to the parties in interest; and in pursuance of the powers conferred upon it under sections 26, 30, 268, and 269 of the Railway Act, and of all other powers possessed by the Board under the said Act,—

It is ordered: That the following regulations for the Uniform Maintenance of Way Flagging Rules for Impassable Track, to become effective June 1, 1917, be, and they are hereby, prescribed for the observance of every railway company within the legislative authority of the Parliament of Canada.

RULES.

1. Before undertaking any work which will render the track impassable, or if rendered impassable from any cause or defect, trackmen, bridgemen, or other employees of the company shall protect the same as follows:—

2. (*a*) On double track; (*b*) on three or more tracks; (*c*) in mountain territory; and (*d*) on all lines with frequent or fast train service,—

Send out a flagman in each direction with stop signals, at least—

1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to ensure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines,—

(*a*) By day place a red flag and, in addition, by night a red light, on the same side of the track as the engineer of an approaching train at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal, and provide further protection as follows:—

(*b*) By day place a red flag supported on two staffs with flag drawn out between them, at right angles to the track and five feet above rail level; and, in addition, by night, a red light—on the same side of the track as the engineer of an approaching train, so that it will be clearly in his view, at least—

3,600 feet from the defective or working point, if there is no down grade towards the obstruction.

5,400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal.

4. Trains stopped by flagman, as per rule 2, shall be governed by his instructions and proceed to the working point, and there be governed by signal or instructions of the foreman in charge.

5. Trains stopped by red signal, as per rule 3, shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

6. In the event of train order protection being provided, the defective or working point may be marked by signals placed in both directions, as follows:—

Yellow flags by day and, in addition, yellow lights by night, 3,600 feet from the defective or working point; red flags by day and, in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train; except on double track, where trains run to the left, in which case signals shall be placed to the left-hand side as seen by an engineer of an approaching train, and there is a clear view of at least 1,200 feet.

7. When weather or other conditions obscure day signals, night signals must be used in addition.

And it is further ordered: That the foregoing rules be printed in the working time-tables of the said railway companies for the guidance of all employees.

Subdivisions to be named setting out which of the rules are applicable to each.

Frequent service shall mean nine or more trains per diem.

And it is further ordered: That General Order No. 161, dated February 23, 1916, made herein, be, and it is hereby, rescinded.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, April 23, 1917.

GENERAL ORDER No. 189.

In the matter of "Follow Lot" Rule No. 3 of the Canadian Freight Classification; and in the matter of the railway companies being required to show cause why the rule in commodity tariffs filed in conformity with the judgment in the Eastern Rates Case, so-called; also rule No. 8 of the Canadian Freight Association's Westbound Transcontinental Tariff No. 1, stating that rule 3 of the Canadian Freight Classification will not apply in connection therewith, should not be disallowed.

File No. 25547.29.

Upon hearing the matter at the sittings of the Board held in Ottawa, November 21, 1916, and in Toronto, December 13, 1916, the Canadian Pacific, Canadian Northern, Grand Trunk, and Toronto, Hamilton & Buffalo Railway Companies, the Canadian Freight Association, the Michigan Central Railroad Company, the Canadian Manufacturers' Association, the Boards of Trade of Montreal and Toronto, the Thomas Davidson Manufacturing Company, the Sheet Metal Products, Limited, the Macdonald Manufacturing Company, and the McClary Manufacturing Company being represented at the hearing, and what was alleged; and upon the report of the Chief Traffic Officer of the Board,—

It is ordered: That the said rule No. 3 of the Canadian Freight Classification No. 16 may be amended as follows, namely:—

(1) By striking out the words, "provided first car (or cars) is loaded to the classification minimum," and substituting therefor the words, "provided that each car, except the car carrying the excess, must be loaded to its visible or marked capacity."

(2) By striking out the words defining the classification minimum as being "not less than 20,000 pounds per car," and substituting therefor the words "not less than 24,000 pounds per car."

And it is further ordered: That rules or regulations of general application, the effect of which is to deprive tariffs of various commodities of the benefit of the so-called "follow lot" rule of the Canadian Freight Classification be, and they are hereby, disallowed; provided that this order shall not be construed as preventing railway companies and shippers, if they so desire, from agreeing, in respect of a particular commodity or of particular commodities, upon commodity rates on a lower-rate basis, with or without higher weight minima, to which the said rule shall not apply.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, May 23, 1917.

GENERAL ORDER No. 190.

File No. 25672.25.

In the matter of the application of the Canadian Manufacturers' Association for an order amending the Canadian Freight Classification No. 16 by providing a carload rating for ice cream cones; or an alternative direction to the railway companies to publish carload commodity rates from Toronto to Montreal, Ottawa, Winnipeg, Regina, Calgary, Edmonton, and Vancouver.

Upon hearing the application at the sittings of the Board held in Ottawa, May 15, 1917, the Canadian Manufacturers' Association, the Canadian Freight Association, and the Canadian Pacific, Canadian Northern, and Grand Trunk Railway Companies being represented at the hearing, and what was alleged,—

It is ordered: That the Canadian Freight Classification No. 16 be, and it is hereby, amended to provide a carload rating of third class, with a minimum of 16,000 pounds, on ice cream cones.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, May 25, 1917.

GENERAL ORDER No. 191.

In the matter of the application of the Eastern Canadian Passenger Association for an order amending rule 23 of the Regulations Governing Baggage Car Traffic in Canada, as prescribed by General Order No. 151, dated November 8, 1915.

File No. 23328.

Upon reading what is filed in support of the application, and the report and recommendation of the Chief Traffic Officer of the Board,—

It is ordered: That rule 23 of the Regulations Governing Baggage Car Traffic in Canada be amended by adding the following, namely:—

"STORAGE.

"Rule 23. Exception (4)—Immigrant baggage will be stored free of charge for any portion of a period of, but not exceeding, five days after arrival at the ports of Montreal, Toronto and Winnipeg."

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, May 26, 1917.

GENERAL ORDER No. 192.

In the matter of the application of the Canadian Manufacturers' Association for an order disallowing the charges made by the railway companies for salt supplied to refrigerator cars with ice.

And in the matter of the proposed tariffs of railway companies increasing the charges for ice supplied to refrigerator cars, the said tariffs having been suspended by general orders of the Board No. 164, dated April 25, 1916, and No. 165, dated May 16, 1916:

File No. 26113, Part 3.

Upon hearing the application at Ottawa, July 20, 1915, March 21, 1916, June 6, 1916, Calgary, July 10, 1916; Winnipeg, July 14, 1916; and Ottawa, December 19, 1916; the Canadian Pacific, Grand Trunk, Canadian Northern, Grand Trunk Pacific, and Ottawa & New York Railway Companies, the Michigan Central Railroad Company, the Canadian Manufacturers' Association, the Ontario Fruit Growers' Association, the Swift Canadian Company, P. Burns & Company, and the Boards of Trade of Montreal, Toronto, Winnipeg, Calgary, and Edmonton being represented at the hearings and what was alleged; and upon reading the various written submissions,—

It is ordered: That the application for an order disallowing the charges now being made by the railway companies for salt supplied to refrigerator cars with ice, be, and it is hereby, refused.

And it is further ordered: That the following tariffs showing charges for ice supplied to refrigerator cars, which were suspended by the general orders of the Board

Nos. 164 and 165, dated April 25, 1916, May 16, 1916, respectively, be, and they are hereby, disallowed:—

Carrier.	Tariff.
Canadian Pacific	C. R. C. No. E—3138
Canadian Pacific	C. R. C. No. E—3139
Canadian Pacific	C. R. C. No. W—2149
Canadian Pacific	C. R. C. No. W—2150
Grand Trunk	C. R. C. No. E—3356
Grand Trunk	C. R. C. No. E—3357
Canadian Northern	C. R. C. No. E—768
Canadian Northern	C. R. C. No. E—769
Canadian Northern	C. R. C. No. W—927
Canadian Northern	C. R. C. No. W—930
Grand Trunk Pacific	C. R. C. No. 155
Grand Trunk Pacific	C. R. C. No. 156
Esquimalt and Nanaimo	C. R. C. No. 324
Kettle Valley	C. R. C. No. 80
Michigan Central	C. R. C. No. 2524
Wabash	C. R. C. No. 936
Pere Marquette	C. R. C. No. 2015
Dominion Atlantic	C. R. C. No. 476
Quebec, Montreal and Southern	C. R. C. No. 568
Essex Terminal	C. R. C. No. 310
London and Port Stanley	C. R. C. No. 77
Toronto, Hamilton and Buffalo	C. R. C. No. 1092
Thousand Island	C. R. C. No. 287
Hull Electric	C. R. C. No. F—56
Glengarry and Stormont	C. R. C. No. 41
Windsor, Essex and Lake Shore Rapid	C. R. C. No. 177
Algoma Central and Hudson Bay	C. R. C. No. 349
Algoma Central and Hudson Bay	C. R. C. No. 348
Central Vermont	C. R. C. No 1101
Boston and Maine	C. R. C. No. 1705
New York Central	C. R. C. No. 719
New York Central	C. R. C. No. 720
Chatham, Wallaceburg and Lake Erie	C. R. C. No. 403

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, May 30, 1917.

GENERAL ORDER No. 193.

In the matter of the application of the Canadian Freight Association, on behalf of the railway companies subject to the jurisdiction of the Board, under section 321 of the Railway Act, for approval of a proposed Supplement No. 9 to the Canadian Freight Classification No. 16, containing certain increased, reduced, and additional ratings on file with the Board under file Nos. 19367.53, 19367.64, 25672.13, 25672.14, 25672.15, and 25672.16.

Notice having been given in *The Canada Gazette* by the railway companies, as required by section 321 of the Railway Act, hearings having been held, and the proposed changes having been fixed by consent of the parties or by orders of the Board, or reserved for order of the Board; upon the consideration of what has been filed, and what was alleged at the hearings; and upon the report and recommendation of the Chief Traffic Officer of the Board,

It is ordered: That the proposed Supplement No. 9 to the Canadian Freight Classification No. 16, as finally revised and submitted for approval by G. C. Ransom,

Chairman of the Canadian Freight Association, by his letter dated May 12, 1917, be, and it is hereby, approved, subject to the following provisions, namely:—

1. That the proposed carload ratings and minimum weights for games or toys, other than those of iron or steel, be struck out, and that there be substituted therefor a carload rating of third class and a minimum of 14,000 pounds per car for toys and games of all kinds, as specified in the said supplement (excepting those made of iron or steel), in straight or mixed carloads.

2. That the item providing for popped corn or puffed rice confectionery be added to the grocery list of the classification, and that the ratings provided for these articles in cartons include bags.

3. That the said Supplement No. 9 give effect to the general order of the Board No. 190 of May 25, 1917, fixing a carload rating for ice cream cones.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, May 31, 1917.

GENERAL ORDER No. 194.

In the matter of the application of the Express Traffic Association of Canada, on behalf of the express companies subject to the jurisdiction of the Board, for an order authorizing the express companies to advance the estimated weight of horses, in carloads, from 10,000 pounds to 12,000 per car.

File No. 4397.33.

Upon hearing the application at the sittings of the Board held in Ottawa, February 20, 1917, the Express Traffic Association of Canada, the Department of Agriculture, the Montreal Jockey Club, the Ontario Jockey Club, and certain other parties interested being represented at the hearing, and what was alleged; and upon the report and recommendation of the Chief Traffic Officer of the Board.—

It is ordered: That the express companies subject to the jurisdiction of the Board be, and they are hereby, authorized to amend the Express Classification for Canada so as to increase the weight upon which the express charges for the carriage of horses are based from 10,000 pounds to 12,000 pounds per carload.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, June 6, 1917.

GENERAL ORDER No. 195.

In the matter of the complaints of the Board of Trade of Toronto, Pilkington Brothers, Limited, and the Consolidated Plate Glass Company of Canada, Limited, against the proposed increase in charges for cartage as contained in tariffs filed by the various railway companies:

File No. 18663.51.

Upon hearing the complaints at the sittings of the Board held in Toronto, April 14, 1917, the Toronto Board of Trade, Pilkington Brothers, Limited, the Grand Trunk and the Canadian Pacific Railway Companies, the Michigan Central Railroad Company, the Canadian Freight Association, the Dominion Transport Company, the

Shedden Forwarding Company, and the Montreal Board of Trade being represented at the hearing, and what was alleged,—

It is ordered: That the companies' tariffs be amended by striking out the clause reading as follows:—

"Cartage charges will be collected on cartage freight upon the same basis of weights as assessed by the railway companies."

and that there be substituted therefor the following:—

"Cartage charges will be collected on the basis of actual weight subject to the minimum provided in the Canadian Freight Classification."

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, June 23, 1917.

GENERAL ORDER No. 196.

In the matter of Section 254 of the Railway Act, and the complaints filed with the Board against the use of barb wire in fences erected and maintained by railway companies in compliance with the requirements of the said section.

File No. 9994.251.

Upon reading and considering the objections filed,

It is Ordered:—

That, in municipalities where barb wire is prohibited, all railway companies subject to the jurisdiction of the Board be, and they are hereby, forbidden to use barb wire in the future construction or reconstruction of fences along their respective lines of railway: Provided that:—

1. Barbed wire may be strung along the top of woven wire fences in stock-range country.

2. Barbed wire may be strung along the top of close board fences to prevent trespassing.

3. Barbed wire may be used along the bottom of a woven wire fence, where it is necessary to fence against pigs.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, June 29, 1917.

GENERAL ORDER No. 197.

In the matter of the complaints of the Boards of Trade of Vancouver, Edmonton, and Winnipeg, the Saskatoon Branch of the Retail Merchants' Association of Canada, Inc., the Montreal Board of Trade, and the Canadian Manufacturers' Association against the proposed increase in the "rail and water" rates between Eastern and Western Canada:

File No. 27752.

Upon the matter having been set down for hearing at Victoria, Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Winnipeg, and Fort William; and upon hearing what was alleged by the representatives of the Associated Boards of Trade of Eastern British Columbia and the Canadian Pacific Railway Company,—

It is ordered: That the General Order of the Board No. 187, dated April 12, 1917, be, and it is hereby, rescinded; and the rates named in tariffs C.R.C. Nos. 1 and 2, published by G. C. Ransom, agent, are hereby allowed to become effective, with the exception of the rates on sugar to Port Arthur, Fort William, and Westfort, for furtherance.

And it is further ordered: That the present rail and water rates on sugar to Port Arthur, Fort William, and Westfort, for furtherance be, and the same are hereby, continued in effect until further order of the Board.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, July 6, 1917.

GENERAL ORDER NO. 198.

In the matter of the General Order of the Board No. 128, dated July 20, 1914, and the application of the Canadian Pacific and Grand Trunk Railway Companies for an extension of time until July 1, 1918, within which to make the changes required under said General Order No. 128.

File No. 11654.

Upon hearing the application at the sittings of the Board held in Toronto, June 13, 1917, in the presence of counsel for the applicant companies, the Canadian Northern Railway Company and representatives for the railway employees; the evidence offered and what was alleged and upon the report and recommendation of the Chief Operating Officer of the Board,—

It is ordered: That the railway companies subject to the jurisdiction of the Board be, and they are hereby, granted an extension of time until the first day of July, 1918, within which to make the changes required under the said General Order No. 128, dated July 20, 1914, the railway companies to continue their present practice of filing with the Board monthly reports of the progress made in complying with the requirements of the said Order.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, July 16, 1917.

GENERAL ORDER No. 199.

In the matter of the equipment of locomotive engines with electric headlights.

File No. 6511.

In pursuance of the powers conferred upon it by sections 30, 268, and 269 of the Railway Act and of all other powers possessed by the Board in that behalf, and upon the reports and recommendation of its Operating Officers, *it is ordered as follows:*

1. That every railway, subject to the legislative authority of the Parliament of Canada, be, and it is hereby, required to equip its locomotives used in road service, between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of 1,000 feet or more ahead of the locomotive; such headlight to be maintained in good condition.

2. Every locomotive used in road service, which is regularly required to run backward for any portion of its trip, except to pick up a detached portion of its train, or in making terminal movements, to have on the rear a headlight which will meet the requirements of this order.

3. Nothing in these regulations shall prevent the use of a device whereby the light may be diminished in yards and at stations to an extent that will enable a person or persons operating the locomotive to see a dark object the size of a man for a distance of 300 feet or more ahead of the locomotive under normal weather conditions.

It is further ordered: That these regulations be, and they are hereby, made applicable to all new locomotives acquired for road service, and to all road locomotives given a general overhauling subsequent to the date of this order, and that all road locomotives of the railway companies within the legislative authority of the Parliament of Canada be equipped in conformity with the requirements of these regulations not later than the first day of January, 1921.

And it is further ordered: That every such railway company failing to comply with the requirements of the provisions of these regulations will be liable to a penalty of $100 for each failure to comply therewith.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, July 24, 1917.

GENERAL ORDER NO. 200.

In the matter of the application of the Canadian Pacific Railway Company, under section 29 of the Railway Act, for an order amending order of the Board No. 3249, dated June 29, 1907, approving Canadian Freight Classification No. 13.

File No. 4364.

Upon reading the application and what was alleged in support thereof, and its appearing to the Board that the clause objected to does not provide definitely the penalty recoverable under the order,—

It is ordered: That the said order No. 3249 be, and it is hereby amended by striking out the clause in the order which reads:—

> "That any person or company violating the provisions of section 400, subsection 1 of the Railway Act, shall, in addition to the regular toll be liable to pay to the company a further toll not exceeding fifty percentum of the regular charge."

and substituting therefor the following clause, namely:—

> "That any person or company violating the provisions of section 400, subsection 1, of the Railway Act, or any amendment thereto, shall in addition to the regular toll be liable to pay the company a further toll of fifty percentum of such regular charge."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, July 26, 1917.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 201.

In the matter of the application of the Canadian Car Service Bureau and of the Canadian Freight Association, for and on behalf of the railway companies subject to the jurisdiction of the Board and operating in Canada east and west of Port Arthur, Ont., respectively, for approval of a proposed code of Car Demurrage rules to supersede the "Canadian Car Service Rules" prescribed by the order of the Board No. 906 (General order No. 1), dated January 25, 1906:

File No. 1700.

Notice of the application having been served, under the direction of the Board, upon different shippers' organizations affected; and upon hearing the application at the sittings of the Board held at the following places and upon the dates following, namely: Victoria, Vancouver, and Nelson, in the province of British Columbia; Calgary and Edmonton, in the province of Alberta; Saskatoon and Regina, in the province of Saskatchewan; Winnipeg, in the province of Manitoba; Fort William, Toronto, and Ottawa, in the province of Ontario; and Montreal, in the province of Quebec, on the 5th, 6th 16th 18th, 19th, 20th, 21st, 22nd, and 25th days of June, 1917, respectively, and on the 5th day of July, the Canadian Manufacturers' Association, the Calgary Board of Trade, the Canadian Freight Association, the Canadian Car Service Bureau, the Swift Canadian Company, the Ashdown Hardware Company, the Western Retail Lumbermen's Association, the Winnipeg Implement Dealers' Association, The Miller & Morse Hardware Company, the Winnipeg Plate Glass Company, the Macdonald Hardware Company, and the Canadian Pacific, Grand Trunk, Grand Trunk Pacific, and Canadian Northern Railway Companies being represented at one or the other of the said sittings, the evidence offered, and what was alleged; and upon reading the written submissions filed in support of the application and on behalf of the shippers' organizations and interests affected; and upon the recommendation of the Chief Traffic Officer of the Board,—

It is ordered: That the rules hereinafter set forth shall be known as the "Canadian Car Demurrage Rules", superseding the "Canadian Car Service Rules" prescribed by the order of the Board No. 906 (General order No. 1), dated January 25, 1906:—

Rule 1.—Cars Subject to these Rules.

Cars held for or by consignor or consignee for loading, unloading, forwarding directions, or for any other purpose.

Exceptions.

(*a*) Private cars (loaded or empty) on private tracks of the car owner.

(*b*) Empty private cars stored on carriers' or private tracks.

(*c*) Cars containing freight for transhipment to vessel, when moving on through bill of lading and held at railway terminal awaiting boat.

Rule 2.—Notification.

(*a*) Notice shall be sent or given the consignee by the carriers' agent in writing, or as otherwise agreed to in writing by carrier and consignee, with all despatch after arrival of the car and billing; such notice to show the point of shipment, car initials and number and the contents, also the initials and number of the original car if transhipped in transit. If notice is mailed the consignee shall be held to have been notified at 7 o'clock a.m. following the date of mailing.

The carrier shall notify the consignee or his carter on application, where his car has been placed for unloading. Any time within the free-time allowance lost to the consignee by default of the carrier in giving such information shall be added to the free-time allowance.

(*b*) Delivery of cars upon private sidings or industrial interchange tracks shall constitute notification thereof to the consignee. If such delivery cannot be made owing to such tracks being fully occupied, or from any other cause beyond the control of the carrier, written notice of readiness so to deliver shall be given and shall constitute notification to the consignee for the purposes of these rules, in which case the free-time shall be computed from 7 o'clock a.m. of the first following day.

(*c*) In all cases where notice is required, by removing any part of the contents of the car the consignee shall be considered to have received such notice.

Rule 3.—Free-time Allowance.

(*a*) Twenty-four hours (one day) after notice of arrival (exclusive of Sundays and legal holidays) shall be allowed for any or all of the following purposes, if necessary:

(1) For clearing customs.

(2) In the case of consignees not served by private sidings or industrial interchange tracks, to give orders for special placement.

(3) For reconsignment or reshipment in same car.

(4) When cars are held in transit for inspection or grading, or are stopped in transit to complete loading, to partly unload, or to partly unload and partly reload, when such privilege of stopping in transit is allowed in the tariffs of the carriers.

(*b*) If the twenty-four hours allowed for the above mentioned purposes are exceeded demurrage shall be charged.

(*c*) Forty-eight hours (two days) free-time (exclusive of Sundays and legal holidays) shall be allowed for loading or unloading all commodities.

Exceptions.

(1) In the portion of Canada, Port Arthur and west, in which the "Canada Grain Act" applies, twenty-four hours free-time only shall be allowed for loading grain.

(2) Five days free-time shall be allowed at Montreal and at tide-water ports for unloading lumber and hay for export.

(3) Manufacturers, lumbermen, miners, contractors and others, who have their own motive power and handle cars for themselves or others, shall be granted an additional allowance of the time necessary for them to do the switching from and to the designated interchange tracks, but not to exceed twenty-four hours.

Rule 4.—Computing Time.

(*a*) On cars held for loading, time shall be computed from the first 7 a.m. after placement until loading is completed and proper billing instructions are furnished, except that on cars placed for loading grain at stations west of and including Port Arthur free-time shall be computed under the provisions of "The Canada Grain Act."

(*b*) On cars held for disposal (see Rule 3*a*), time shall be computed from the first 7 a.m. after the day on which notice of arrival is sent or given to the consignee.

(*c*) On cars held for unloading, time shall be computed from the first 7 a.m. following placement on public delivery tracks, provided notice of arrival has been sent or given to the consignee.

(*d*) On cars to be unloaded on private delivery tracks, time shall be computed from the first 7 a.m. after actual or constructive placement on such tracks.

(*e*) On cars to be loaded or unloaded on tracks of manufacturers, lumbermen, miners, contractors or others, who have their own motive power and handle cars for themselves or others, time shall be computed from the first 7 a.m. following actual or constructive placement on the interchange tracks until returned thereto. Cars returned loaded shall not be recorded released until billing instructions and other necessary data are furnished.

(*f*) When empty cars are placed for loading on orders and are not used, demurrage shall be charged from the first 7 a.m. after placement until released, without any free time allowance.

(*g*) When an empty foreign car is placed for loading via a specific route, so as to protect the ownership of the car according to the Car Service Rules, and when loaded is consigned by any other route, demurrage shall be charged until the car is unloaded and released, without any free time allowance.

(*h*) Time lost to the shipper or consignee through switching of cars, or through any other cause for which the railway company is responsible, shall be added to the free-time allowance.

(*i*) In computing free-time or demurrage time, Sundays and holidays shall be excluded. The exemption for holidays shall not include half holidays.

Rule 5.—Weather Interference.

(*a*) If wet or inclement weather, according to local conditions, renders loading or unloading impracticable during business hours, or exposes the goods to damage, the free-time allowance shall be extended so as to give the full free time of suitable weather. If, however, the cars are not loaded or unloaded within the first forty-eight hours of suitable weather no additional free-time shall be allowed.

(*b*) Should bulk freight be so frozen in transit, or before placement, as to render unloading impossible within the prescribed free-time, such additional time shall be granted as may be necessary.

Rule 6.—Bunching.

(1) *Cars for loading.*—When, by reason of delay or irregularity of the carrier in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily orders, the shipper shall be allowed such free-time for loading as he would have been entitled to had the cars been placed for loading as ordered.

(2) *Cars for unloading or reconsigning.*—When, as the result of the act or neglect of any carrier, cars destined for one consignee, at one point, are bunched at originating point, in transit, or at destination, and are delivered by the line carrier in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment.

Claims for refund of demurrage under this rule to be presented to the carrier's agent within fifteen days.

Rule 7.—Placement.

(*a*) "Actual placement" is made when a car is placed in a reasonably accessible position for loading or unloading.

(*b*) Delivery of cars to private sidings or industrial interchange tracks shall be considered to have been made when such cars have been placed thereon,

or when they would have been so placed but for some condition for which the consignee is responsible. When cars cannot be so placed, the carrier shall notify the consignee in writing that he has been unable to deliver the cars because of the condition of the private siding or interchange tracks, or because of other conditions attributable to the consignee. This shall be considered "constructive placement."

Should the delivery require interswitching, the switching carrier shall notify the line carrier when for the aforesaid reason cars cannot be placed, and the latter shall furnish the former with particulars of cars ready for transfer (numbers and initials and points of shipment, contents and consignee, and if transhipped in transit the numbers and initials of the original cars). The switching carrier shall give this information to the consignee, with notification that the said cars are under constructive placement.

(*c*) When delivery cannot be made on specially designated public delivery tracks on account of such tracks being fully occupied, or from any other cause beyond the control of the carrier, the carrier shall send or give the consignee notice in writing, or as otherwise agreed to by carrier and consignee, of its intention to make delivery at the nearest point available to the consignee, naming the point. Such delivery shall be made unless the consignee shall before delivery indicate a preferred available point, in which case the preferred delivery shall be made.

Rule 8.—Customs or Inspection Delays.

Demurrage shall not be collected from the consignee for any delays for which Government or railway officials may be responsible.

Rule 9.—Demurrage Charge.

After the expiration of the free time allowed, the following charges shall be made until the car is released:—

For the first day, or fraction thereof, of delay	$1 00
" second " " " "	2 00
" third " " " "	3 00
" fourth " " " "	4 00
" fifth and each succeeding day, or fraction of a day	5 00

Rule 10.—Nonpayment.

If payment of demurrage charges properly due on cars held on public delivery tracks be refused, delivery of only the car or cars on which such charges are due shall be withheld by means of sealing or locking, or by placing where such cars shall not be accessible.

If the owners or users of private tracks, or the owners of industrial tracks referred to in rules 3 and 4, refuse to pay any charges which may already be due, delivery of cars to such sidings or tracks shall be suspended, and delivery shall be made on any available public team track until such charges have been paid.

And it is further ordered: That this order become effective August 20, 1917.

H. L. DRAYTON,
Chief Commissioner.

Ottawa, August 1, 1917.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 202.

In the matter of the proposed increased rates on grain and grain products in the portion of Canada east of and including Fort William, which were included in, and were subsequently withdrawn by the applicants from, the application of the railway companies for a general increase in freight rates in eastern Canada, known as the Eastern Rates Case, judgment and general order in which issued June 19, 1916; the said application with respect to grain and grain products having been renewed by tariffs filed by the companies and suspended by the order of the Board No. 26172, dated June 5, 1917:

File No. 17112·3.

Upon hearing the application at the sittings of the Board held in Ottawa, June 1, 1917, in the presence of counsel for the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies, and what was alleged; and upon reading the further submissions filed, and the report and recommendations of the Chief Traffic Officer of the Board, judgment, dated July 17, 1917, was delivered by the Assistant Chief Commissioner, and concurred in by Commissioner Goodeve, a certified copy of the said judgment being attached hereto marked "A."

It is ordered: That the order of the Board No. 26172, dated June 5, 1917, be, and it is hereby, rescinded, and the tariffs enumerated therein are hereby authorized, subject to the changes to be made therein as set forth in the said judgment dated July 17, 1917, which is hereby made part of this order.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, August 2, 1917.

GENERAL ORDER No. 203.

In the matter of the application of the Canadian Freight Association, for and on behalf of the railway companies subject to the jurisdiction of the Board, for approval of regulations for the transportation of dangerous articles other than explosives.

File No. 1717.1.

Upon hearing the matter at the sittings of the Board held in Ottawa, February 8, 1916, the Canadian Freight Association, the Canadian Manufacturers' Association, the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies, the Michigan Central Railroad Company, the Boards of Trade of Toronto and Montreal, the Bureau of Explosives, the British American Oil Company, the Imperial Oil Company, the Dominion Match Company, the National Paint, Oil and Varnish Association, the National Chemical Company, the E. B. Eddy Company, the International Acetylene Association and Compressed Gas Manufacturers, the Compressed Gas Association, the Linds Air Products Company, the Pintsch Gas Compressing Company, the Prest-O-Lite Company, the Imperial Varnish and Colour Company, the Canadian Paint Association, the Brandram-Henderson Company, the Canada Paint Company, and Ramsay & Company being represented at the hearing, and what was alleged; and upon reading the further submissions filed, and the report and recommendation of the Chief Traffic Officer of the Board,—

It is ordered: That the said proposed regulations for the transportation by freight of dangerous articles other than explosives, as amended, marked "A" and certified

by the secretary of the Board, on file with the Board under file No. 1717.1, be, and they are hereby, authorized, with the following exceptions, namely:—

(1) That all the restrictions pertaining to "Oil, described as 'oil,' or 'oil,' n.o.s.," or "petroleum oil." or "petroleum oil, n.o.s," as described in the list at page 8 of the regulations, be struck out, except that paragraph 1867 (*c*) be amended to provide for a certificate on the shipping order, over the signature of the shipper, or of his duly authorized agent, in the following terms: "This is to certify that the above-mentioned barrels contain.....oil only, and are in fit and proper condition for safe transportation."

(2) That the barrels at present in use for the carriage of wood alcohol, when labelled as required by the regulation pertaining thereto, be accepted for transportation, provided that the shipping order bear a certificate over the signature of the shipper, or of his duly authorized agent, in the following terms: "This is to certify that the above-mentioned barrels contain wood alcohol only, and are in fit and proper condition for safe transportation."

(3) That paragraph 1892 of the said regulations be amended to provide that when the necessary supplementary stripping to the car lining is furnished by the shipper, he shall be allowed therefor $2.50 a car.

(4) That all reference to paints be eliminated from the said regulations.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, August 11, 1917.

GENERAL ORDER No. 204.

In the matter of the application of the Canadian Freight Association, for and on behalf of the railway companies subject to the jurisdiction of the Board, for approval of revised regulations for the transportation of explosives.

File No. 1717.

Upon hearing the matter at the sittings of the Board held in Ottawa, February 8, 1916, the Canadian Freight Association, the Canadian Manufacturers' Association, the Toronto Board of Trade, the Bureau of Explosives, the Canadian Explosives, Limited, the Michigan Central Railroad Company, and the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies being represented at the hearing, and what was alleged; and upon the consent of the Canadian Manufacturers' Association, the Canadian Explosives, Limited, and the Dominion Cartridge Company, Limited, filed,—

It is ordered: That the said revised regulations for the transportation of explosives, as amended and filed by letter dated December 16, 1916, from G. C. Ransom, Chairman, Canadian Freight Association, on file with the Board under file No. 1717, marked "A" and certified by the secretary of the Board, be, and they are hereby, authorized for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives for carriage.

And it is further ordered: That the general orders of the Board No. 100, dated January 16, 1913, and No. 105, dated May 22, 1913, made herein, be, and they are hereby, rescinded.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, August 11, 1917.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 205.

In the matter of the petition of the Alberta Pacific Grain Company, Limited, and others, for an order requiring the railway companies subject to the jurisdiction of the Board to stencil inches in box cars suitable for shipments of bulk grain.

File No. 20070.

Upon hearing the matter at the sittings of the Board held in Calgary, June 18, 1917, the petitioners, the Alberta Farmers' Co-Operative Association, and the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific Railway Companies being represented at the hearing, and what was alleged,—

It is ordered: That the railway companies subject to the jurisdiction of the Board be, and they are hereby, required to stencil inches on the inside walls of cars used in the grain traffic in the provinces of Manitoba, Saskatchewan, and Alberta, so as to show the depth of grain loaded therein, one stencil on each side of each door and three or four feet therefrom; all such cars hereafter built to be so stencilled before going into service, and those now in service to be so stencilled from time to time when shopped for repairs.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, August 15, 1917.

GENERAL ORDER NO. 206.

In the matter of General Order No. 203, dated August 11, 1917, authorizing Regulations for the Transportation by Freight of Dangerous Articles other than Explosives; and the application of the Canadian Manufacturers' Association for an order amending the said General Order No. 203.

File No. 1717.1.

Upon reading what is filed, and the report and recommendation of the Chief Traffic Officer of the Board,—

It is ordered: That the said General Order No. 203, dated August 11, 1917, be, and it is hereby, amended by striking out clause (4) thereof and substituting therefor the following:—

"(4) That all reference to paints and varnish be eliminated from the said Regulations."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, September 7, 1917.

GENERAL ORDER No. 207.

In the matter of General Order No. 203, dated August 11, 1917, authorizing Regulations for the Transportation by Freight of Dangerous Articles other than Explosives, as amended by General Order No. 206, dated September 7, 1917; and the application of the Canadian Manufacturers' Association for a further Order amending the said General Order No. 203.

File No. 1717.1.

Upon reading what is filed, and the recommendation of the Chief Traffic Officer of the Board, the carriers consenting by letter from the chairman of the Canadian Freight Association, dated Montreal, October 22, 1917,—

It is ordered: That the said General Order No. 203, dated August 11, 1917, be, and it is hereby, further amended by striking out all that portion of clause (1) following the words "be struck out" in the fourth line, to the end of the clause.

H. L. DRAYTON,
Chief Commissioner.

Ottawa, October 26, 1917.

GENERAL ORDER No. 208.

In the matter of the General Order of the Board No. 152, dated November 2, 1915, authorizing a scale of tolls chargeable by railway companies for the use of refrigerator cars for the carriage of vegetables, in carload lots; and the General Order of the Board No. 173, dated October 26, 1916, rescinding the said General Order No. 152.

And in the matter of the applications of the railway companies for renewal of the tolls authorized by the said General Order No. 152 by a refiling of tariffs showing the said tolls; and the application of the Toronto Board of Trade that the railway companies be required to justify the said proposed tolls.

File No. 18855.8.

Upon hearing the applications at the sittings of the Board held in Ottawa, April 17, 1917, the railway companies and the Toronto Board of Trade being represented, and what was alleged; and upon reading the report of the Chief Traffic Officer of the Board,—

It is ordered: That the said General Order No. 173, dated October 26, 1916, be, and it is hereby, rescinded in so far as it rescinds the General Order of the Board No. 152, dated November 2, 1915; and that the tolls for the use of refrigerator cars for the carriage of vegetables, provided by the said tariffs refiled and as authorized by the said General Order No. 152, be, and they are hereby, allowed.

H. L. DRAYTON,
Chief Commissioner.

Ottawa, October 25, 1917.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 209.

In the matter of Supplement No. 10, consolidating and replacing the previous supplements to the Canadian Freight Classification No. 16.

File No. 19367.75.

The railway companies, as represented by G. C. Ransom, chairman of the Canadian Freight Association, having published and filed a consolidation of the various supplements to the Canadian Freight Classification, and its appearing to be beneficial to all parties,—

It is ordered: That Supplement No. 10 to the Canadian Freight Classification No. 16, cancelling and superseding Supplements Nos. 1, 3, 4, 5, 6A, 7, 8, and 9, all of which were approved by Orders of the Board, be, and the same is hereby, approved.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, November 13, 1917.

GENERAL ORDER No. 210.

In the matter of the complaints of the Winnipeg, Calgary, Regina, and Saskatoon Boards of Trade and the Canadian Manufacturers' Association against the Tariffs, C.R.C. Nos. 3 and 4, effective September 1, 1917, filed on behalf of the railway companies by G. C. Ransom, agent, providing increased all-rail freight rates from Eastern Canada to points west of and including Port Arthur; and applying for an Order suspending the said tariffs.

File No. 28110.

Upon hearing the applications at the sittings of the Board held in Calgary, October 15, Edmonton, October 16, Saskatoon, October 17, Regina, October 18, Winnipeg, October 19, and Fort William, October 20, 1917, the Boards of Trade of Calgary, Edmonton, Saskatoon, North Battleford, Regina, Moosejaw, Winnipeg, and Fort William, the Canadian Pacific, Canadian Northern, Grand Trunk Pacific, and the Edmonton, Dunvegan and British Columbia Railway Companies, the Canadian Manufacturers' Association, the Hardware Section of the Calgary Board of Trade, the Retail Merchants' Association of Saskatchewan, the Wholesalers of Saskatoon, the Province of Manitoba, and the Canadian Council of Agriculture being represented at the hearings, and what was alleged; and upon the report of the Chief Traffic Officer of the Board,—

It is ordered: That the complaints be, and they are hereby, dismissed.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, November 13, 1917.

GENERAL ORDER NO. 211.

In the matter of the complaint of the Canadian Lumbermen's Association and others against the increased carload minimum weights for lumber, both domestic and export, published to take effect on varying dates since April 22, 1917.

File No. 19475.43.

Upon hearing the complaint at the sittings of the Board held in Ottawa, July 17, 1917, the Canadian Lumbermen's Association, the Canadian Manufacturers' Associa-

tion, the Canadian Freight Association, the Boards of Trade, of Montreal and Toronto, the R. Laidlaw Lumber Company, Limited, the Montreal Lumber Association and the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies being represented at the hearing, and what was alleged; and upon the reports of the Traffic and Operating Departments of the Board,—

It is ordered: That the carload minimum weights for lumber, for domestic consumption or for export, be as follows, namely:—

For closed cars under 35 feet in length, inside measurement	35,000 pounds.
Except that when cars loaded to full capacity will not contain 35,000 pounds, the minimum will be the actual weight, but not less than	30,000 pounds.
For closed cars, 35 feet and not over 36 feet, 6 inches in length, inside measurement	40,000 pounds.
Except that when cars loaded to full capacity will not contain 40,000 pounds, the minimum will be the actual weight, but not less than	35,000 pounds.

The term "full capacity" to permit a space of 12 inches between the top of the load and the carlines or rafters of the car.

And it is further ordered: That the schedules to give effect to this Order come into force not later than January 1, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, December 10, 1917.

GENERAL ORDER No. 212.

In the matter of the applications of the Canadian Northern, Toronto, Hamilton and Buffalo, Grand Trunk, Grand Trunk Pacific, Canadian Pacific, New York Central, Kettle Valley, and Great Northern Railway Companies and the Michigan Central and Pere Marquette Railroad Companies, on behalf of themselves and other railway companies operating in Canada subject to the jurisdiction of the Board for a recommendation to the Governor in Council, under The War Measures Act, being Chapter 2 of the Statutes of Canada for the year 1914 (second session), permitting all such railway companies to make a general advance in their tariffs of tolls of fifteen per cent on all class and commodity freight rates, except coal, and on all passengers fares; and a specific increase of fifteen cents per ton on coal.

File No. 27810.

Upon hearing the matter at the sittings of the Board held in Victoria, Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Fort William, Toronto, Montreal and Ottawa on the 5th, 6th, 16th, 18th, 19th, 20th, 21st, 22nd, 25th, 12th and 20th days of June, 1917, and the 10th day of January, 1918, respectively, in the presence of counsel for and representatives of the Canadian Pacific, Grand Trunk, Grand Trunk Pacific, Canadian Northern, and New York Central Railway Companies, the Michigan Central Railroad Company, the Boards of Trade of Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Toronto, Montreal, and Kitchener, the Canadian Manufacturers' Association, Kitchener Manufacturers' Association, British Columbia Lumber & Shingle Manufacturers, Limited, Wholesale Lumbermen's Association of Winnipeg, Rat Portage Lumber Company, Limited, the Adolph

Lumber Company, Retail Coal Dealers, Retail Merchants Association of Canada (Manitoba branch), Canadian Credit Men's Association, Winnipeg Implement Association, Stone Dealers' Association, St. Catharines Fruit Growers' Association, Willow Point District Fruit Growers' Association, Kootenay Fruit Growers' Union, United Farmers of the West, United Farmers of Ontario, Saskatchewan Grain Growers' Association, Northwest Grain Dealers' Association, Winnipeg Grain Exchange, Saskatoon Co-operative Elevator Company, Dominion Livestock Record Board, Western Livestock Association, Canadian Council of Agriculture, Council of Trail, City of Winnipeg, Province of Manitoba, Department of Public Highways for Ontario, Associated Boards of Trade of Eastern British Columbia, Dominion Canners, Price Brothers, and J. H. Ashdown & Company, the evidence adduced, and what was alleged; and upon reading the written submissions filed, judgments dated December 26, 1917, and January 15, 1918, were delivered by the Chief Commissioner and concurred in by the members of the Board who sat in the original hearings, certified copies of the said judgments, marked "A" and "B" respectively being attached hereto; and General Order No. 213, dated December 26, 1917, prescribing the standard maximum mileage tolls under the terms of the Judgment of December 26, 1917, having issued.—

It is ordered: That, subject to the provisions of the Crow's Nest Pass agreement and the said judgment of December 26, 1917, which is hereby made part of this Order, the special freight tariffs issued under the authority of the judgment, except those applying on wheat, in carloads, to Port Arthur and Fort William, be, and they are hereby, required to be published and filed at least five days previous to the date on which they are to become effective, which date shall not be earlier than February 1, 1918.

And it is further ordered: That the rates authorized by the judgment to be charged on wheat, in carloads, to Port Arthur and Fort William only, may be made effective not earlier than June 1, 1918.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 15, 1918.

GENERAL ORDER No. 213.

In the matter of the applications of the Canadian Northern, Toronto, Hamilton and Buffalo, Grand Trunk, Grand Trunk Pacific, Canadian Pacific, New York Central, Kettle Valley, and Great Northern Railway Companies and the Michigan Central and Pere Marquette Railroad Companies, on behalf of themselves and other railway companies operating in Canada, subject to the jurisdiction of the Board, for a recommendation to the Governor in Council, under the War Measures Act, being Chapter 2 of the Statutes of Canada for the year 1914 (second session), permitting all such railway companies to make a general advance in their tariffs of tolls of 15 per cent on all class and commodity freight rates, except coal, and on all passenger fares, and a specific increase of 15 cents per ton on coal.

File No. 27840.

Upon hearing the matter at the sittings of the Board held in Victoria, Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Fort William, Toronto, and Montreal, on the 5th, 6th, 16th, 18th, 19th, 20th, 21st, 22nd, 25th, 12th and 20th days of June, 1917, respectively, in the presence of counsel for and representatives of the Canadian Pacific, Grand Trunk, Grand Trunk Pacific, Cana-

dian Northern, and New York Central Railway Companies, the Michigan Central Railroad Company, the Boards of Trade of Vancouver, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Toronto, Montreal, and Kitchener, the Canadian Manufacturers' Association, Kitchener Manufacturers' Association, British Columbia Lumber and Shingle Manufacturers, Limited, Rat Portage Lumber Company, Limited, The Adolph Lumber Company, Retail Coal Dealers, Retail Merchants' Association of Canada (Manitoba Branch), Canadian Credit Men's Association, Winnipeg Implement Association, Stone Dealers' Association, St. Catharines Fruit Growers' Association, Willow Point District Fruit Growers' Association, Kootenay Fruit Growers' Union, United Farmers of Ontario, Saskatchewan Grain Growers' Association, Dominion Livestock Record Board, Western Livestock Association, Canadian Council of Agriculture, Department of Public Highways for Ontario, the Council of Trail, City of Winnipeg, Provincial Government of Manitoba, Associated Boards of Trade of Eastern British Columbia, Dominion Canners, and Price Brothers, the evidence adduced, and what was alleged: and upon reading the written submissions filed, judgment, dated December 26, 1917, was delivered by the Chief Commissioner and concurred in by the other members of the Board, a certified copy of the said judgment being attached hereto marked "A,"—

It is ordered: That, subject to the provisions of the Crow's Nest Pass Agreement and to the provisions of the said judgment, the standard tariffs of maximum mileage tolls approved by the Board to be charged between stations on the individual steam railway systems subject to its jurisdiction, may, by new tariffs to be submitted for the Board's approval and publication in the *Canada Gazette* as required by sections 327 and 331 of the Railway Act, and following such approval and publication made effective not earlier than the 1st day of February, 1918, be increased as follows, namely:—

Standard passenger tariffs applying between stations on railways east of and including Thornton, Alta., and east of and including the lines of the Canadian Northern Railway between Edmonton and Athabaska and the Canadian Pacific Railway between Edmonton and Macleod, through Calgary, where the existing standard toll is less than three and one-half cents per mile, by 15 per cent, subject to a maximum toll of three and forty-five hundredths cents per mile.

Standard freight tariffs in the province of Alberta west of and including Canmore and Edson, and in the province of British Columbia, excepting between ports of call on the Arrow, Slocan, Kootenay and Okanagan lakes and the Columbia river, also the standard freight tariff of the Edmonton, Dunvegan and British Columbia Railway Company, by 10 per cent.

Standard freight tariffs of railways east of and including Crow's Nest, British Columbia, Canmore, Alberta, Nordegg, Alberta, and Edson, Alberta, also those applying between ports of call on the Arrow, Slocan, Kootenay and Okanagan lakes and the Columbia river, by 15 per cent.

And it is further ordered: That, in the interest of uniformity, the only fractional rate (if used) in the said standard freight tariffs be the half-cent, to be accounted the equivalent, inclusively, of twenty-five hundredths to seventy-four hundredths of a cent.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, December 26th, 1918.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 214.

In the matter of the application of the undermentioned railway companies for approval of their Standard Passenger tariffs of maximum mileage tolls.

File No. 27840.20.

Standard Passenger Tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917:—

It is ordered: That the following standard tariffs of maximum mileage tolls for the carriage of passengers be, and they are hereby, approved; the said tariffs, together with a reference to this Order, to be published in at least two consecutive weekly issues of the *Canada Gazette.*

Canadian Northern Railway	C.R.C. No.	W–1492
Canadian Northern Railway	C.R.C. No.	E–1064
Canadian Pacific Railway	C.R.C. No.	E–3187
Central Vermont Railway	C.R.C. No.	502
Dominion Atlantic Railway	C.R.C. No.	404
Grand Trunk Railway	C.R.C. No.	E–2669
Grand Trunk Pacific Railway	C.R.C. No.	660
Glengarry and Stormont Railway	C.R.C. No.	2
Halifax and South Western Railway	C.R.C. No.	P–77
Michigan Central Railroad	C.R.C. No.	2441
Napierville Junction Railway	C.R.C. No.	92
New York Central Railroad	C.R.C. No.	N.Y.C.–191
Pere Marquette Railroad	C.R.C. No.	580
Quebec, Montreal and Southern Railway	C.R.C. No.	262
Toronto, Hamilton and Buffalo Railway	C.R.C. No.	1209

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 10, 1918.

GENERAL ORDER No. 214-A.

In the matter of the application of the undermentioned railway companies for approval of their Standard Passenger tariffs of maximum mileage tolls.

File No. 27840.20.

Standard passenger tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917,—

It is ordered: That the following standard tariffs of maximum mileage tolls for the carriage of passengers be, and they are hereby, approved; the said tariffs, together with a reference to this Order, to be published in at least two consecutive weekly issues of *The Canada Gazette:*—

Great Northern Railway	C.R.C. No.	1161
Maine Central Railroad	C.R.C. No.	214
Temiscouata Railway	C.R.C. No.	66
Wabash Railway	C.R.C. No.	996

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 17, 1918.

GENERAL ORDER No. 214-B.

In the matter of the application of the undermentioned railway companies for approval of their Standard Passenger Tariffs of maximum mileage tolls.

File No. 27840.20.

Standard passenger tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917,—

It is ordered: That the following standard tariffs of maximum mileage tolls for the carriage of passengers be, and they are hereby, approved; the said tariffs, together with a reference to this order, to be published in at least two consecutive weekly issues of the *Canada Gazette*:—

Boston and Maine Railroad	C.R.C. No. 305
Moncton and Buctouche Railway	C.R.C. No. 27

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 24, 1918.

GENERAL ORDER No. 214-C.

In the matter of the application of the undermentioned railway companies for approval of their Standard Passenger Tariffs of maximum mileage tolls:

File No. 27840.20.

The said standard passenger tariffs, issued to take effect March 15, 1918, having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917,—

It is ordered: That, subject to the provisions of Order in Council No. P.C. 229, dated January 30, 1918, and such other Order in Council as may be issued, the following standard tariffs of maximum mileage tolls for the carriage of passengers be, and they are hereby, approved; the said tariffs, together with a reference to this order, to be published in at least two consecutive weekly issues of *The Canada Gazette*:—

Elgin and Havelock Railway	C.R.C. No. 5
Northern Pacific Railway	C.R.C. No. 317

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, February 25, 1918.

GENERAL ORDER No. 215.

In the matter of the application of the undermentioned railway companies for approval of their Standard Freight Tariffs of Maximum Mileage Tolls.

File No. 27840.21.

The said Standard freight tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917,

It is ordered: That the following Standard freight tariffs of maximum mileage tolls be, and they are hereby, approved; the rate scales of the said tariffs to be published in at least two consecutive weekly issues of *The Canada Gazette* and preceded by the following notice:—

The undermentioned standard freight tariffs having been filed for the approval of the Board of Railway Commissioners for Canada, and being found by the Board to be in accordance with its General Order No. 213, dated December 26, 1917, and having been approved by the General Order of the Board No. 215, dated January 17, 1918, the rate scales thereof are hereby published as required by section 327 of the Railway Act:—

Algoma Central and Hudson Bay Railway	C.R.C. No.	441
Algoma Eastern Railway	C.R.C. No.	195
Atlantic, Quebec and Western Railway	C.R.C. No.	20
Boston and Maine Railroad	C.R.C. No.	1842
Canadian Northern Railway	C.R.C. No.	W-1052
Canadian Northern Railway	C.R.C. No.	E-1007
Canadian Pacific Railway	C.R.C. No.	W-2300
Canadian Pacific Railway	C.R.C. No.	E-3379
Central Vermont Railway	C.R.C. No.	1204
Dominion Atlantic Railway	C.R.C. No.	552
Edmonton, Dunvegan and British Columbia Railway	C.R.C. No.	65
Esquimalt and Nanaimo Railway	C.R.C. No.	371
Glengarry and Stormont Railway	C.R.C. No.	80
Grand Trunk Railway	C.R.C. No.	E-3735
Grand Trunk Pacific Railway	C.R.C. No.	244
Great Northern Railway—		
Manitoba, Great Northern Railway	C.R.C. No.	1352
Brandon, Saskatchewan and Hudson Bay Railway	C.R.C. No.	1353
Crows Nest Southern Railway	C.R.C. No.	1354
New Westminster Southern Railway; Nelson and Fort Sheppard Railway; Vancouver, Victoria and Eastern Railway and Navigation Company; Red Mountain Railway; Kettle Valley Railway	C.R.C. No.	1355
Victoria and Sydney Railway	C.R.C. No.	V-50
Halifax and South Western Railway	C.R.C. No.	F-51
Kettle Valley Railway	C.R.C. No.	139
Maine Central Railroad	Supplement 2 to C.R.C. No.	C-1184
Michigan Central Railroad	C.R.C. No.	2735
Napierville Junction Railway	C.R.C. No.	191
New York Central Railroad	C.R.C. No.	1225
New York Central Railroad	C.R.C. No.	1226
Pere Marquette Railway	C.R.C. No.	2144
Quebec, Montreal and Southern Railway	C.R.S. No.	640
Quebec Oriental Railway	C.R.C. No.	29
Temiscouata Railway	C.R.C. No.	300
Thousand Islands Railway	C.R.C. No.	332
Toronto, Hamilton and Buffalo Railway	C.R.C. No.	1192

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 18, 1918.

GENERAL ORDER No. 215-A.

In the matter of the application of the undermentioned railway companies for approval of their Standard Freight Tariffs of Maximum Mileage Tolls.

File No. 27840.21.

The said standard freight tariffs having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26, 1917,—

It is ordered: That the following standard freight tariffs of maximum mileage tolls be, and they are hereby, approved; the said tariffs, together with reference to this Order, to be published in at least two consecutive weekly issues of *The Canada Gazette.*

Moncton and Buctouche Railway.. .. .. C.R.C. No. 29
Quebec Railway, Light and Power Company.. .. C.R.C. No. 103

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 24, 1918.

GENERAL ORDER No. 215-B.

In the matter of the application of the undermentioned railway companies for approval of their Standard Freight Tariffs of Maximum Mileage Tolls.

File No. 27840.21.

The said standard freight tariffs, issued to take effect March 15, 1918, having been filed on the basis permitted by the Board in its general order No. 213, dated December 26, 1917,—

It is ordered: That, subject to the provisions of Order in Council No. P.C. 229, dated January 30, 1918, and such other Order in Council as may be issued, the following standard freight tariffs of maximum mileage tolls be, and they are hereby, approved; the said tariffs, together with a reference to this order, to be published in at least two consecutive weekly issues of *The Canada Gazette*:—

Elgin and Havelock Railway.. .. .. C.R.C. No. 5
Essex Terminal Railway.. .. .. C.R.C. No. 457
Northern Pacific Railway.. .. .. C.R.C. No. 376

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, February 25, 1918.

GENERAL ORDER No. 215-C.

In the matter of the application of the Oshawa Railway Company for approval of its Standard Freight Tariffs of maximum mileage tolls.

File No. 27840.21.

The said Standard Freight Tariff having been filed on the basis permitted by the Board in its General Order No. 213, dated December 26th, 1917—

It is ordered: That the Standard Freight Mileage Tariff of the Oshawa Railway Company, C.R.C. No. 15, dated to become effective April 15th, 1918, be, and the same is hereby, approved; the said tariff, with a reference to this Order, to be published in at least two consecutive weekly issues of *The Canada Gazette*.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, April 2, 1918.

GENERAL ORDER No. 216.

In the matter of the General Order of the Board No. 188, dated April 23, 1917, prescribing regulations for the Uniform Maintenance of Way Flagging Rules for Impassable Track, for the observance of every railway company within the legislative authority of the Parliament of Canada.

File No. 4135.25.

Upon reading the submissions filed, and the report and recommendation of the Chief Operating Officer of the Board,—

It is ordered: That the said General Order No. 188, dated April 23, 1917, be, and it is hereby, amended by adding after the words "Frequent service shall mean nine or more trains per diem," near the end of the Order, the words, "Fast train service shall mean a service at a speed of thirty-five miles or more an hour."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, January 24, 1918.

GENERAL ORDER No. 217.

In the matter of the complaints of the Canadian Manufacturers' Association and the Toronto Board of Trade against the proposal of the railway companies, by schedules filed to become effective October 15, 1917 (Michigan Central, November 1, 1917), to increase the aggregate minimum weight of less-than-carload shipments of fresh meat, dressed poultry, packing-house products, butter, and eggs, when loaded in refrigerator cars on private sidings in Eastern Canada, from 9,000 to 15,000 pounds per car, the said schedules having been suspended by the Order of the Board No. 26634, dated October 13, 1917.

File No. 18855-22.

Upon hearing the complaints at the sittings of the Board held in Ottawa, November 20, 1917, the Canadian Manufacturers' Association, the Toronto Board of Trade, and the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies being represented at the hearing, and what was alleged; and upon reading the further written submissions filed,—

It is ordered: That the railway companies in Eastern Canada subject to the jurisdiction of the Board be, and they are hereby, granted leave to increase the aggregate minimum weight of less-than-carload shipments of fresh meat, dressed poultry, packing-house products, butter, and eggs, when loaded in refrigerator cars on private sidings, from 9,000 to 12,000 pounds per car.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, January 28, 1918.

GENERAL ORDER No. 218.

In the matter of the General Order of the Board No. 78, dated July 14, 1911, as amended by General Order No. 106, dated June 27, 1913, and Order No. 24803, dated March 16, 1916, prescribing the rules and instructions for the inspection and testing of locomotive boilers and their appurtenances, to be adopted by the railway companies subject to the jurisdiction of the Board.

File No. 16513.

Upon the report and recommendation of the Mechanical Expert of the Board, concurred in by its Chief Operating Officer; and upon reading the submissions filed,—

It is ordered: That the said General Order No. 78 (Order No. 11115), dated July 14, 1911, be modified as follows, namely:—

1. *Rule 5. Flues to be removed.*—All flues of boilers in service, except as otherwise provided, shall be removed at least once in every four years, and a thorough examination shall be made of the entire interior of the boiler. After flues are taken out, the inside of the boiler must have the scale removed and be thoroughly cleaned.

2. *Rule 11. Lagging to be removed.*—The date for the removal of lagging for the purpose of inspecting the exterior of locomotive boilers, as provided by rule 11, except where indications of leaks exist, shall be advanced until December 31, 1918.

3. *Rules 16 and 17.* Each time a hydrostatic test is applied the hammer test required by rules 16 and 17 shall be made while the boiler is under hydrostatic pressure, not less than the allowed working pressure, and proper notation of such test made on form No. 1.

4. *Rule 18. Method of testing flexible staybolts with caps.*—All flexible staybolts having caps over the outer ends shall have the caps removed at least once every two years, and also whenever the Board's inspector or the railway company's inspector considers the removal desirable in order thoroughly to inspect the staybolts. The fire-box sheets should be examined carefully at least once a month, to detect any bulging or indications of broken staybolts.

5. That the modifications herein provided for remain in effect until December 31, 1918.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, February 11, 1918.

GENERAL ORDER No. 219.

In the matter of the General Orders of the Board Nos. 95 and 160, dated respectively November 2, 1912, and February 24, 1916, requiring railway companies subject to the jurisdiction of the Board, whenever any such company issues an embargo against any traffic, to file with the Board a copy of such embargo within forty-eight hours thereafter.

File No. 19801.

Whereas the American Railway Association and the Canadian Railway Association for National Defence have adopted general regulations to expedite the transmission and handling of embargoes;

Upon reading the said regulations; and upon the report and recommendation of the Chief Operating Officer of the Board,—

It is ordered: That the said General Orders Nos. 95 and 160 be amended to provide that during the existence of the Canadian Railway Association for National Defence and the continuance of the zone divisions under chairmen, as provided by the said regulations, the zone chairmen shall file copies of all embargo notices to the secretary of the Board, within the time limited by the said General Orders; and that the railway companies be relieved from filing such notices, as required by the said General Orders.

And it is further ordered: That this Order shall be and remain effective for the period the Canadian Railway Association for National Defence continues in existence and the regulations covered by the General Order of the American Railway Association, No. C.S. 17 and the circular of the Canadian Railway Association for National Defence, dated January 28, 1918 are operative.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, February 9, 1918.

GENERAL ORDER No. 220.

In the matter of the applications of J. Coughlan & Sons, Vancouver, and the Canadian Retail Coal Association (Ontario) for a ruling by the Board in connection with Rule 3 of the Car Demurrage Code.

File Nos. 1700.199 and 1700.207.

Upon the report and recommendation of the Chief Traffic Officer of the Board, and reading what is filed,—

It is ordered: That the following clause be added to Rule 3 of the Canadian Car Demurrage Rules, namely:

"(*d*) Delays beyond the free periods allowed for any two or more purposes under this rule shall be aggregated and charged for in accordance with Rule 9, unless reconsignment effects actual transfer of ownership of the goods, in which case the charge against the new consignee for delay beyond the free unloading period shall begin with the lowest toll."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, February 11, 1918.

GENERAL ORDER No. 221.

In the matter of the application of the Canadian Manufacturers' Association for an order disallowing the increased carload minimum weights of tan bark, published in Supplement No. 8 to the Canadian Pacific Railway Company's Tariff C.R.C. No. E-3225, and Supplement No. 1 to the Grand Trunk Railway Company's Tariff C.R.C. No. E-3477.

File No. 19475.41.

Upon hearing the application at the sittings of the Board held in Ottawa, November 20, 1917, the Canadian Manufacturers' Association, the Canadian Freight Associa-

tion, and the Grand Trunk, Canadian Pacific and Canadian Northern Railway Companies being represented at the hearing, and what was alleged; and upon reading the further submissions filed,—

It is ordered: That the minimum carload weights of tan bark, when carried under special commodity tariffs, be as follows, namely:—

For cars not over 30 feet 6 inches in length, inside or platform measurement, 21,000 pounds.

For cars over 30 feet 6 inches and not over 34 feet 6 inches in length, inside or platform measurement, 23,000 pounds.

For cars over 34 feet 6 inches and not over 36 feet 6 inches in length inside measurement for box and stock cars, and not over 36 feet 10 inches platform measurement for flat cars, 28,000 pounds.

And it is further orderd: That the schedules to give effect to this order be published and filed to take effect not later than the 11th day of March, 1918.

D'ARCY SCOTT,
Assistant Chief Commissioner.

OTTAWA, February 26, 1918.

GENERAL ORDER No. 222.

In the matter of the complaint of the Canadian Manufacturers' Association, on behalf of the packing industry, that railway companies refuse to accept oleomargarine as part of the minimum weight of packing-house products, loaded in so-called pedlar cars on private sidings.

File No. 18855.22.1.

Upon hearing the complaint at the sittings of the Board held in Ottawa, March 19, 1918, the Canadian Manufacturers' Association, the Canadian Freight Association, the Toronto Board of Trade, the Pere Marquette Railroad Company, and the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies being represented at the hearing, and what was alleged,—

It is ordered: That the tariffs of the said railway companies providing for the transportation of packing-house products, fresh meats, and other articles in pedlar cars, be revised so as to include oleomargarine as a packing-house product.

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, March 19, 1918.

GENERAL ORDER No. 223,

In the matter of the General Order of the Board No. 204, dated August 11, 1917, authorizing for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives for carriage, the revised regulations for the transportation of explosives, as amended and filed by letter dated December 16, from G. C. Ransom, chairman of the Canadian Freight Association, on file with the Board under file No. 1717, marked "A."

Upon reading what is filed on behalf of the Canadian Freight Association,—

It is ordered: That paragraph No. 1644, (*b*) and (*c*), of the said Regulations for the Transportation of Explosives, as authorized by the said General Order No. 204, dated August 11, 1917, be, and it is hereby, amended to read as follows, namely:—

"1644 (*b*). Dangerous Explosives for which a certified and placarded car is prescribed (see paragraph 1661), must not be loaded higher than the car lining.

"(*c*) When the lading of a car consists of or includes explosives, the weight of the lading should be distributed so that it will be equalized on each side of the car and over the trucks."

H. L. DRAYTON,
Chief Commissioner.

OTTAWA, March 28, 1918.

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